

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Title:	SOLTTM			
Case No.	Case No. 5.1296 PD 363 Tentative Tract Map 36525			
Assessor's Parcel No.	508-580-055 through 508-580-069, 508-580-071, 508-580-074 & - 075			
Lead Agency Name and Address:	City of Palm Springs 3200 E. Tahquitz Canyon Way Palm Springs, California 92262			
Project Location:	Northeast corner of Ar	mado Road and Avenida Caballeros		
Project Sponsor's Name and Address:	SOL PS, LLC	73081 Fred Waring Drive Palm Desert, CA 92260		
General Plan Designation(s):	HR (Residential High),	Section 14 Master Development Plan		
Zoning:	Section 14 Master Dev	elopment Plan		
Contact Person:	Ken Lyon, RA, Associa	e Planner		
Phone Number:	(760) 323-8245			
Date Prepared	February 12, 2013			

Description of the Project

The applicant proposes the construction of a gated community of 46 single-family residential units on a 7.11-acre site. The project includes private yards and pool areas, a central dog park/open space area, and internal private streets. Approval of a Planned Development District in lieu of a change of zone will be required to address modifications to the City's development standards relating to setbacks; minimum lot size, and establishing single family residential units as a permitted use. A Tentative Tract Map (TTM 36525) is also proposed, which will subdivide the property into the 46 single family lots, as well as lots for an open space area and interior streets. Units will be two stories in height with an optional roof deck (third story). Units will range in size from 2,189 to 2,630 square feet with a maximum height of 30 feet. Access to the project is proposed on Amado Road, with a secondary emergency access on Avenida Caballeros through the adjacent residential condominium development (The Morrison) to the north. In addition, two emergency access points are proposed (using turf block and crash gates or a similar design feature) on to Avenida Caballeros directly into the project. The project site is located within the boundaries of the Section 14 Master Development Plan.

Environmental Setting and Surrounding Land Uses

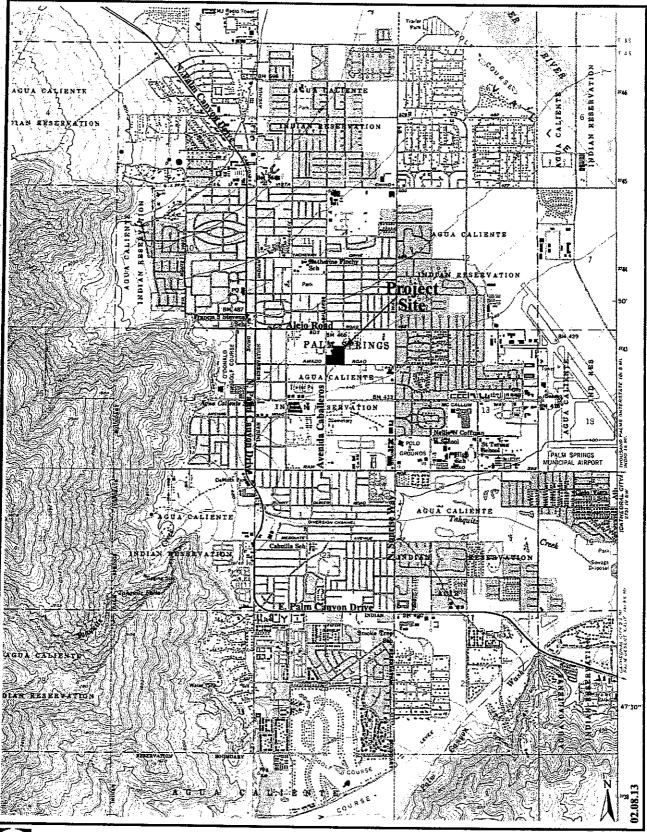
The proposed project site is predominantly vacant, with the exception of five single-family units located on the northeast corner of the site. These units will be demolished as part of the project.

North: The Morrison condominiums. South: Amado Road, vacant land. East: Existing two story condominiums.

West: Avenida Caballeros, convention center parking and convention center to the southwest.

Other public agencies whose approval is required

Regional Water Quality Control Board



TERRA NOVA

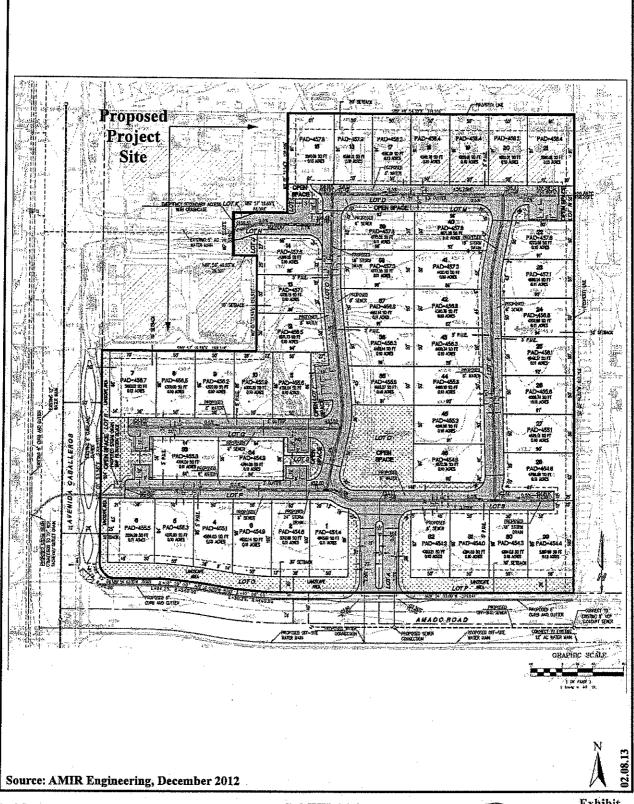
Planning & Research, Inc.

Sol Tentative Tract Map 36525 Vicinity Map Palm Springs, California



Exhibit

1





Sol TTM 36525 Proposed Project Site Map Palm Springs, California



Exhibit

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DETER	RMINATION: The City of Palm Springs Planning Department
On th	ne basis of this initial evaluation:
	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
	A.1.13 ard O. Robertson ipal Planner

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

I. Wo	AESTHETICS uld the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?			\boxtimes	
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				\boxtimes
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			\boxtimes	
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			\boxtimes	

The City of Palm Springs is located in the valley floor of the Coachella Valley and is surrounded by views of the San Jacinto Mountains to the south, west, and partially to the east; by open desert and the City of Cathedral City to the east; and the Little San Bernardino Mountains to the north. These mountain ranges provide a dramatic backdrop that is visible from virtually any point in the City. Other scenic resources in the City include the Whitewater wash on the northern and eastern border of the city; and Chino, Tahquitz, and Andreas Canyons in the western portion of the City.

Views in the area of the project site are primarily to the west, and focus on the San Jacinto Mountains. Views to the east, north and south are limited by existing development, and limited visual resources in those areas.

Discussion of Impacts

a) Less Than Significant Impact. The proposed project will result in the development of 2 story single-family homes, some with roof decks, with mass and density requirements that are consistent with the City's zoning code. Views immediately north and east of the subject property are already obstructed, to an extent, by single-family homes (The Morrison) and condominiums (Casa Verde), respectively. Although the properties to the south are vacant, the project area is in general developed with residential units of similar mass and scale.

Depending on the location, individual homes within the project may partially obstruct views of scenic vistas from the surrounding residential developments. The condominiums to the east and north of the project are 2 story units, with comparable height and mass to the proposed project, and only the western-most units within that project, on the ground floor, will experience a loss of view. However, these units' views are currently limited by landscaping and walls within that project, and the upper portions of the mountains will still be visible above the rooflines, resulting in less than significant impacts.

- **No Impact.** The site is predominantly vacant and there are no significant trees, rock outcroppings, historic buildings or other significant aesthetic resources on-site. Neither Avenida Caballeros nor Amado Road are designated scenic roadways.
- c) Less Than Significant Impact. The proposed project is consistent with the character of surrounding residential developments. The proposed project includes options for roof decks, which will appear somewhat more intense than the neighboring 1-2 story residences; however, the character and architectural style of the project will be similar to existing and planned projects in the vicinity.

Future landscaping will be limited to an approved plant palette in keeping with the surrounding desert environments, and a masonry wall that extends around the perimeter of the development will further minimize visual impacts to the surrounding area. Impacts to the visual character of the area are, therefore, expected to be less than significant.

d) Less Than Significant Impact. The proposed project will result in 46 single-family homes. Lighting will be generated by vehicle trips, buildings, landscaping and architectural lighting, all of which is expected to be similar to that generated by existing residential developments to the north and east. Given the developed nature of the area, and the high levels of evening activities associated with the Convention Center, vehicle headlights from the proposed project are not expected to significantly increase lighting on the streets in the area.

The proposed project will be required to abide by the City's building codes and lighting ordinance, which require proper shielding of light sources and prohibits light spillage on adjacent properties. A lighting plan will be required, and must be approved prior to development, which must comply with these standards. With implementation of screening measures and compliance with City lighting standards, lighting impacts associated with the proposed project are expected to be less than significant.

II.	AGRICULTURAL RESOURCES				
_Wo	uld the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				×
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				\boxtimes
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				\boxtimes

The City of Palm Springs is located in a desert environment containing soils that are characterized as sandy and rocky. The project site is located in the City's downtown core, and is surrounded on three sides by development. No agricultural activities occur in the City.

Discussion of Impacts

No Impact. The proposed project is located in the City's urban core, and no farmlands or agricultural activities occur in the vicinity, as designated by the Farmland Mapping and Monitoring Program of the California Resources Agency. Additionally, the project is not located on lands zoned for agriculture and is not covered by a Williamson Act contract. Therefore, the proposed project will have no impact on agricultural resources.

111.	AIR QUALITY				
Wo	uld the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?				
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			\boxtimes	
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			⊠	
d)	Result in significant construction-related air quality impacts?				
e)	Expose sensitive receptors to substantial pollutant concentrations?			\boxtimes	
f)	Create objectionable odors affecting a substantial number of people?				\boxtimes

The City of Palm Springs is located in the Coachella Valley, which is a desert environment characterized by low annual rainfall (2 to 6 inches per year) and low humidity, with temperatures ranging from 80° F to 108 ° F in July and 40° F to 57° F in January. The Coachella Valley is located within the Salton Sea Air Basin (SSAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). All development within the SSAB is subject to SCAQMD's 2007 Air Quality Management Plan (2007 AQMP) and the 2003 Coachella Valley PM10 State Implementation Plan (2003 CV PM10 SIP). SCAQMD recently released the Draft Final 2012 AQMP,1 which will supersede the 2007 plan once adopted. The SCAQMD operates and maintains regional air quality monitoring stations at numerous locations throughout its jurisdiction. The proposed site is located within Source Receptor Area (SRA) 30, which includes monitoring stations in Palm Springs and Indio. The Indio site has been operational since 1985 and the Palm Springs site since 1987.

Historically, the Coachella Valley has been classified as being in non-attainment for both ozone (O₃) and PM₁₀. The Federal Clean Air Act has classified the SSAB as a "serious" non-attainment area for the 8-hour state standard. SCAQMD recognizes that neighboring South Coast Air Basins contribute to local ozone levels, which make it difficult for the region to come into compliance

[&]quot;2012 Air Quality Management Plan," South Coast Air Quality Management District, November 2012.

with Federal ozone standards by June 2013. Therefore, the SSAB has asked for a reclassification of "severe-15," which must achieve attainment by June 15, 2019.

Criteria air pollutants are contaminants for which the state and federal air quality standards have been established. They are shown in Table III-1 and described in detail below.

Table III- 1
State and Federal Ambient Air Quality Standards

	State Standards		Federal Standard	s**
Pollutant	Averaging Time	Concentration	Averaging Time	Concentration
Ozone	1 hour	0.09 ppm	1 hour	
	8 hour	0.07 ppm	8 hour	0.075 ppm
Carbon	1 hour	20.0 ppm	1 hour	35.0 ppm
Monoxide	8 hours	9.0 ppm	8 hours	9.0 ppm
Nitrogen Dioxide	1 hour	0.18 ppm		0.10 ppm*
(NO ₂)	AAM	0.030 ppm	AAM	0.053 ppm
Sulfur Dioxide	1 hour	0.25 ppm	1 hour	.075ppm**
(SO ₂)	24 hours	0.04 ppm	24 hours	'`
			AAM	
Particulate	24 hours	50 μg/m ³	24 hours	150 μg/m ³
Matter (PM10)	AAM	20 μg/m ³	AAM	130 µg,
Particulate	AAM	12 μg/m ³	AAM	15 μg/m ³
Matter (PM _{2.5})	24 hours	35 μg/m ³	24 hours	35 μg/m ³
Lead	30 day Avg.	1.5 μg/m ³	3 month Avg.	0.15 μg/m ³
Visibility			No federal	No federal
Reducing	8 hour		Standard	Standard
<u>Particles</u>				
Sulfates	24 hour	25μg/m ³	No federal	No federal
			Standard	Standard
Hydrogen Sulfide			No federal	No federal
	1 hour	0.03 ppm	Standard	Standard
Vinyl Chloride	24 hour	0.01 ppm	No federal	No federal
			Standard	Standard

Notes: ppm = parts per million; ppb= parts per billion; $\mu g/m^3$ = micrograms per cubic meter of air;

AAM = Annual Arithmetic Mean;

Source: California Air Resources Board, 9/08/2010

Source: US EPA, September 2010

Ozone (O3) is the most prevalent of a class of photochemical oxidants formed in the urban atmosphere. The creation of ozone is a result of complex chemical reactions between hydrocarbons and oxides of nitrogen in the presence of sunshine. Unlike other pollutants, ozone is not released directly into the atmosphere from any sources. Ozone precursors, particularly oxides of nitrogen and reactive hydrocarbons, are combustion sources such as factories and automobiles, and evaporation of solvents and fuels. The health effects of ozone are eye irritation and damage to lung tissues.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas formed by incomplete combustion of fossil fuels. CO concentrations are generally higher in the winter, when meteorological conditions favor the build-up of directly emitted contaminants. CO health warning and emergency episodes occur almost entirely during the winter. The most significant source of carbon monoxide is gasoline-powered automobiles, as a result of inefficient fuel usage in internal combustion engines. Various industrial processes also emit carbon monoxide.

^{*} Note that this standard became effective as of January 22, 2010.

^{**} Final rule signed June 2, 2010, effective as of August 23, 2010

Nitrogen Oxides (NO_x) are the primary receptors of ultraviolet light initiating the photochemical reactions to produce smog. Nitric oxide combines with oxygen in the presence of reactive hydrocarbons and sunlight to form nitrogen dioxide and ozone. Oxides of nitrogen are contributors to other air pollution problems including: high levels of fine particulate matter, poor visibility and acid deposition.

Sulfur Dioxide (SO₂) results from the combustion of high sulfur content fuels. Fuel combustion is the major source of SO₂, while chemical plants, sulfur recovery plants, and metal processing are minor contributors. Sulfates result from a reaction of sulfur dioxide and oxygen in the presence of sunlight. SO₂ levels are generally higher in the winter than in the summer (when sunlight is plentiful and sulfate is more readily formed).

Particulate Matter (PM10 and PM2.5) consists of particles in the atmosphere as a by-product of fuel combustion, abrasion such as tire wear, and soil erosion by wind. Particulates can also be formed through photochemical reactions in the atmosphere. PM10 refers to finely divided solids or liquids such as soot, dust, and aerosols which are 10 microns or less in diameter and can enter the lungs. Fine particles are those less than 2.5 micrometers in diameter and are also referred to as PM2.5.

Lead is found in old paints and coatings, plumbing and a variety of other materials. Once in the blood stream, lead can cause damage to the brain, nervous system, and other body systems. Children are most susceptible to the effects of lead. The South County Air Basin and Riverside County portion of the Salton Sea Air Basin are in attainment for the federal and State standards for lead.

Discussion of Impacts

No Impact. The project will be developed in accordance with all applicable air quality management plans. The subject property is located within the Salton Sea Air Basin (SSAB), which is governed by the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for monitoring criteria air pollutant concentrations and establishing management policies for the SSAB. All development within the Salton Sea Air Basin, including the proposed project, is subject to the current AQMP and SIP.

The AQMP is a comprehensive plan that establishes control strategies and guidance on regional emission reductions for air pollutants. It was based, in part, on the land use plans of the jurisdictions in the region. The proposed project is consistent with the City of Palm Springs land use designations assigned to the subject property, and therefore, is consistent with the intent of the AQMP. No impacts associated with compliance with applicable management plans are expected.

b-d) Less Than Significant Impact with Mitigation Both the construction and operational phases of the proposed project will result in the release of criteria air pollutants. The California Emissions Estimator Model (CalEEMod) was used to project air quality emissions that will be generated by construction and operation of the proposed project. Table III-2 summarizes the short-term construction-related emissions, and Table III-3 summarizes the ongoing emissions that will be generated at operation.

Construction Emissions

The construction period includes all aspects of project development, such as site preparation, grading, paving, building construction, and architectural coating. For

analysis purposes, it is assumed that construction will occur over a one-year period extending from January 1, 2014 to December 31, 2014.

As shown in Table III-2, emissions generated by construction activities will not exceed SCAQMD thresholds of significance for criteria air pollutants. The data reflect average daily emissions over the 1-year construction period, including both summer and winter weather conditions. It should be mentioned that the Table below shows the projected unmitigated emissions, with the exception of NO_x. Without mitigation, NO_x emissions will exceed thresholds.

Table III-2
Construction-Related Emissions Summary
(pounds per day)

	со	NO _x *	ROG	\$O ₂	PM ₁₀	PM _{2.5}
Construction Emissions ¹	87.12	29.97	64.22	0.15	39.75	16.80
SCAQMD Thresholds	550.00	100.00	75.00	150.00	150.00	55.00

¹ Average of winter and summer emissions, unmitigated.

SCAQMD thresholds for CO, ROG, SO_2 , PM_{10} , and $PM_{2.5}$ will not be exceeded when unmitigated. However, the CalEEMod model indicates that NO_x emissions during construction activities have the potential to exceed thresholds when unmitigated. The maximum daily thresholds NO_x emissions are projected to be 142.29 pound/day. Implementation of appropriate mitigation measures, including the use of oxidation catalysts for construction equipment, limited idling of heavy machinery, and phased equipment usage will reduce these impacts to levels well below established thresholds (29.97 lbs./day) and assure that impacts to air quality resulting from construction are less than significant.

Operational Emissions

Operational emissions are ongoing emissions that will occur over the life of the project. They include area source emissions, emissions from energy (electric and natural gas) demand, and mobile source (vehicle) emissions. Table III-3, below, provides a summary of projected emissions at operation of the proposed project.

Table III-3
Operation-Related Emissions Summary
(pounds per day)

(pounds per day)							
Emission Source	co	NOx	ROG	SO ₂	PM ₁₀	PM _{2.5}	
Area	3.94	0.05	9.29	0.00	0.02	0.02	
Energy	0.20	0.47	0.06	0.00	0.04	0.04	
Mobile	32.35	18.19	4.00	0.05	4.98	0.63	
Total Operational Emissions ¹	36.49	18.71	13.35	0.05	5.04	0.69	
SCAQMD Thresholds	550.00	100.00	75.00	150.00	150.00	55.00	

¹ Average of winter and summer emissions, unmitigated.

As shown in the table, operational emissions will not exceed SCAQMD thresholds of significance for any criteria pollutants.

^{*} Emissions for NO_x show mitigated conditions.

Source: CalEEMod model, version 2011.1.1.

Source: CalEEMod model, version 2011,1.1.

Non-Attainment

Historically, the Coachella Valley, which includes the proposed project site, has been classified as a "non-attainment" area for PM10. The proposed project will contribute to an incremental increase in regional ozone and PM10 emissions. However, this impact is not expected to be cumulatively considerable. Project construction and operation emissions will not exceed SCAQMD thresholds for PM10 or ozone precursors (NOx will be mitigated to below threshold during construction. The project will not conflict with any attainment plans and will result in less than significant impacts.

- e) Less than Significant Impact. The nearest sensitive receptors are the housing developments immediately north and east of the project site. As demonstrated in the Tables above, the proposed project will not result in violations of SCAQMD thresholds during its operation, and will result in less than significant impacts, with the implementation of mitigation measures during the construction phases.
- No impact. The project will result in the development of 46 single-family homes, and is not expected to create objectionable odors.

Mitigation Measures

III-1 To reduce particulate matter (PM) and NOx emissions, construction equipment should utilize aqueous diesel fuels, diesel particulate filters and diesel oxidation catalysts during all construction activities.

- W	/. BIOLOGICAL RESOURCES /ould the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
а	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				\boxtimes
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				\boxtimes
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				\boxtimes
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				\boxtimes

The project site is located within an urbanized area and has been impacted through the introduction of roadways, non-native plant species, development on all sides, and off-road vehicle use and parking of vehicles for the convention center. Additionally, the northeast corner of the site is occupied by five residential units, which will be removed as part of the proposed project. The project site contains vegetation typical of the desert floor, dominated by creosote bush.

For parcels and projects located within the area of the historic reservation boundaries of the Agua Caliente Band of Cahuilla Indians, the City participates in the Tribal Habitat Conservation Plan, and implements the requirements of that Plan for new development. The proposed project is located within the fee payment area of the Plan.

Discussion of Impacts

- a) Less Than Significant Impact with Mitigation Incorporated. The project site is located within the Burrowing Owl Distribution Area in the Agua Caliente Tribal Habitat Conservation Plan (THCP). The burrowing owl is identified as a sensitive species in the THCP. The THCP provides for the protection of the species through specific survey requirements. Should these requirements not be adhered to, impacts to the species could be significant. The mitigation measures set forth below, which are consistent with the THCP, will reduce project impacts to less than significant levels.
- **b-e)** No Impact. The project site is predominantly vacant, with the exception of five residential units occupying the northeast corner of the site, and contains vegetation typical of vacant lands in the City. Uses surrounding the site include roadways to the south and west, and residential development to the north and east. The site has been previously disturbed by vehicle parking and off road use. No sensitive or special status species are mapped for this area of the City. No impacts are expected to sensitive resources.

There is no riparian habitat or other native community on the site. No wetlands occur on the property.

The site is not within a migratory corridor, nor is it suitable for a wildlife corridor, as an isolated property.

The proposed project will not interfere with any City policies regarding the preservation of plants or animals.

f) No Impact. The site is subject to the Agua Caliente Tribal Habitat Conservation Plan. The applicant will be required to pay the Tribe the Valley Floor Planning Area Mitigation Fee of \$2,371 per disturbed acre to fund Tribal acquisition and management of replacement habitat prior to any ground disturbance.

Mitigation Measures

- IV-1 Prior to any ground or habitat disturbance associated with project, a pre-construction survey of the site shall be conducted for burrowing owl. Surveys and relocation, if applicable, shall be conducted in accordance with the protocols established by the California Department of Fish and Wildlife or other current protocols as directed by the Tribe.
- IV-2 Should owls be identified on the site, the project proponent's qualified biologist shall prepare a protocol compliant mitigation plan and submit it to the Tribe and CDFW for review and approval prior to initiating any activities on the site.
- IV-3 Occupied burrows shall not be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that either: (a) the birds have not begun egg laying and incubation; or (b) that juveniles from the occupied burrows are foraging independently and capable of independent survival.

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
 a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5? 				×
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		\boxtimes		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				
d) Disturb any human remains, including those interred outside of formal cemeteries?				

The City occurs in the traditional territory of the Desert Cahuilla, with a history dating back to 1,000 BC, Evidence of Cahuilla occupation in the Coachella Valley dates to over 500 years ago, when the Tribe settled around ancient Lake Cahuilla, in the area of present day La Quinta and Indio. The canyons surrounding the City also have yielded evidence of use by the Tribe, which took advantage of water sources, food sources from plants and animals, and rock for tool-making.

The City's modern history began in the early 1870s, when John Guthrie McCallum purchased land in the area, and later subdivided it. Rapid expansion in the area began in the 1920s, with the City's spreading reputation as a health resort, and the increased interest from the Hollywood entertainment industry. Until the end of World War II, architecture in the town site consisted primarily of Mission Revival and Spanish Colonial Revival structures. Development was centered around Palm Canyon Drive, as hotels and shops were constructed.

The City occurs well outside the boundary of ancient Lake Cahuilla, an area where paleontological resources have occurred. Further, soils in the City are generally post-Pleistocene age alluvium from the surrounding mountains, too new in the context of paleontology to yield fossilized remains.

Discussion of Impacts

- a) No Impact. The project site is predominantly vacant with the exception of five residential units on the northeast corner of the property, and has been impacted by surrounding development and off-road vehicle use. There are no historic structures on the site. No impacts to historical resources are expected.
 - b) Less Than Significant Impact with Mitigation Incorporated. The EIR prepared for the Section 14 Master Development Plan identified the potential for buried resources throughout Section 14, including the project site. The mitigation measures set forth below,

- which are consistent with those provided in the EIR, would reduce project impacts to less than significant levels.
- No Impact. The City and project site are outside the shoreline of ancient Lake Cahuilla. Soils in the City are generally post-Pleistocene age alluvium from the surrounding mountains, making them too young in the context of paleontology to yield fossilized remains. Ground disturbing activities are therefore not expected to have any impact on paleontological resources.
- d) No Impact. The proposed site is not located on, or within proximity to a known cemetery. It is not anticipated that any human remains will be encountered during construction of the proposed development. However, in the event of human remains being discovered during project development, the State of California requires that the coroner be contacted and all activities cease to assure proper treatment and removal of remains. The coroner is also required to notify the Tribe, if the remains are believed to be historic. These requirements of law will assure that impacts associated with human remains beneath the project site will be less than significant.

Mitigation Measures

- V-1 A Native American Monitor(s) shall be present during all ground disturbing activities. Should cultural resources be encountered during the construction of the proposed project, work shall immediately cease and the Monitor shall notify the City and the Tribe. A qualified archaeologist shall evaluate the significance of the materials. Any significant findings shall be documented and presented to the State Historic Preservation Office (SHPO), the Tribe and the City, and resolved to their satisfaction.
- V-2 Any reports generated in connection with Mitigation Measure V-1 shall be provided to the City and the Tribe within 60 days of the completion of precise grading on the site, or within 60 days of the completion of the Monitor's activities, whichever occurs first.

V		GEOLOGY AND SOILS	Potentially	Less Than Significant	Less Than	
w	ould	i the project:	Significant Impact	With Mitigation Incorporated	Significant Impact	No Impact
a)	sul	pose people or structures to potential ostantial adverse effects, including the risk of s, injury, or death involving:				
	i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				\boxtimes
	ii)	Strong seismic ground shaking?			\boxtimes	
	iii)	Seismic-related ground failure, including liquefaction?				\boxtimes
	iv)	Landslides?				\boxtimes
b)		sult in substantial soil erosion or the loss of osoil?			\boxtimes	
c)	un: res on-	located on a geologic unit or soil that is stable, or that would become unstable as a ult of the project, and potentially result in or off-site landslide, lateral spreading, osidence, liquefaction or collapse?				×
d)	Tak (19	located on expansive soil, as defined in ole 18-1-B of the Uniform Building Code 94), creating substantial risks to life or operty?				\boxtimes
	the wa	ve soils incapable of adequately supporting use of septic tanks or alternative stewater disposal systems where sewers are available for the disposal of wastewater?				\boxtimes

The San Andreas Fault zone is the major fault in the Coachella Valley, which exposes the City to high amounts of seismic activity. The project and its vicinity are not within or adjacent to any Alquist Priolo Fault Zones.

Soils in the City consist of alluvial deposits, which originated in the surrounding mountains. Soils on the site consist of sands and sandy loams.

Discussion of Impacts

a)

- No Impact. This site is not located within an Alquist Priolo Fault Zone, nor is there an active fault located on-site. The San Andreas Fault system is located approximately 5-1/2 miles northeast of the project site. The San Jacinto Fault System is approximately five miles south of the project site. Therefore, fault rupture is unlikely to occur at the project site.
- Less Than Significant Impact. The San Andreas Fault has the potential to generate high levels of ground shaking during large magnitude earthquakes. All structures on the property will be subjected to this shaking, and could be seriously damaged if not properly designed. As a performance standard the project shall be designed and constructed to conform to the California Building Code (CBC) requirements for Seismic Zone 4. The implementation of these codes will assure that construction at the site mitigates potential impacts associated with ground shaking. The impacts associated with seismic ground motion are considered to be less than significant.
- No Impact. Figure 6-1 of the Palm Springs General Plan indicates the project site is located in an area of low liquefaction susceptibility. This area is characterized by fine-grained granular sediments that are normally susceptible to liquefaction; however, groundwater depths are greater than 50 feet. The City will require site specific geotechnical analysis, including the potential for liquefaction on the site, as part of the building permit submittal process. Any recommendations made by the soils engineer will be implemented during project construction. No impacts are expected to result from liquefaction on the site.
- No Impact. The City of Palm Springs General Plan indicates that potential landslide hazard is primarily located in hillsides or mountainous areas of the City. The project is located within the City's urban core, which is generally flat and highly developed. The potential for landslides does not occur on or adjacent to the site. No impact is expected.
- b) Less than Significant Impact. The project is located in an area with a high wind erodibility rating, as defined by the Palm Springs General Plan. The City will require that the applicant prepare a dust control management plan as part of the grading permit to minimize potential impacts caused by blowing dust and sand during construction. Procedures set forth in said plan will ensure that potential erosion is controlled during the construction process.
 - Additionally, the City enforces the requirements of the National Pollutant Discharge Elimination System (NPDES), which include the implementation of best management practices (BMP's) as standard requirements for project approval to assure that during construction, sediment displaced by rainstorms is not transported off the site into the City's Municipal Separate Storm Sewer System (MS4). Impacts associated with soil erosion, therefore, are expected to be less than significant.
- No Impact. The project site is flat and does not include any known fills or imports. The City will require geotechnical analysis and structural engineering to accompany building plans for the proposed project. These analyses will include requirements for excavation, re-compaction and fill at the project site. These standard requirements are expected to assure that impacts associated with soil stability are insignificant.

- d) No Impact. The soils at the project site are not expansive. No impact is expected.
- e) No Impact. The proposed project will be required to connect to the City's sanitary sewer system. There will be no impact associated with the use of septic tanks.

VII. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have significant impact on the environment?				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

State legislation, including AB32, aims for the reduction of greenhouse gases to 1990 levels by 2020; however there are currently no thresholds for greenhouse gases. Statewide programs and standards will help reduce GHG emissions generated by the project, including new fuel-efficient standards for cars, and increasing amounts of renewable energy.

a, b) Construction activities will generate short-term GHG emissions during site preparation, grading, paving, building activities, and application of architectural coatings. Additionally, the proposed project will result in the emission of greenhouse gases through the combustion of fossil fuels during operation of vehicles, the use of electricity, combustion of natural gas, disposal of solid waste, and the conveyance and treatment of water for onsite use. The table below provides the projected GHG emissions from both construction and operation of the proposed project.

Table VII-1
GHG Emissions from Construction and Operation of the Proposed Project
(metric tons)

(melic ions)					
	CO2	CH4	N2O	CO2e	
Construction Activities	770.49	80.0	0.00	772.10	
Operational Activities	1,025.31	0.61	0.00	1,039.90	

GHG emissions generated by the proposed project will not be substantial and will not directly or indirectly result in a significant impact to the environment or conflict with applicable GHG plans, policies or regulation. The proposed project will also be required to implement the CalGreen Building and Cal Energy Codes at the time that building permits are issued. This includes energy efficiency standards which are much more stringent than they have been in the past. Therefore, impacts to air quality from the generation of GHG emissions associated with construction and operation of the proposed project will be less than significant.

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				\boxtimes
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				\boxtimes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				\boxtimes
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				\boxtimes
n) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

The proposed project site is predominantly vacant with the exception of 5 residential units in the northeast corner of the site. No chemical or hazardous waste disposal has been known to occur on the site. There are no known underground tanks or buried materials in the area.

Discussion of Impacts

a)-b) Less Than Significant Impact. The proposed project will result in 46 single-family residential units. This residential development will not create a significant hazard to the public related to the transportation of hazardous materials. Small amounts of chemicals for household cleaning may be transported or stored by residents; however, they will be minimal and cause similar risks as those associated with existing residential uses in the area. Limited quantities of chemicals may also be transported to and stored onsite for the routine maintenance of swimming pools and landscaped areas. Impacts associated with transportation, use or storage of these materials are expected to be less than significant.

The City contracts with Palm Springs Disposal Services for the disposal of household hazardous waste. Local and regional household hazardous waste programs are held throughout the year in various Coachella Valley cities, including the City's Household Hazardous Waste Facility, located within three miles of the project site. These existing programs will assure that household hazardous waste is disposed of properly, and that potential impacts associated with these materials are less than significant.

- c) No Impact. There are no schools located or planned within one-quarter mile of the project site. Further, the residential units within the project are not expected to store or use hazardous materials. There will be no impact to schools.
- d) No Impact. The project site is not located on or near a site included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control pursuant to Government Code Section 65962.5 and, thus, will not create a significant hazard to the public or environment.
- **e-f) No Impact.** The Palm Springs International Airport is located 1.5 miles east of the project site; however, the project site is not located within the boundaries of the airport's land use plan. There are no private airstrips in Palm Springs. Impacts are not anticipated.
- 9) No Impact. The proposed project occurs on General Plan roadways, which are part of the City's emergency response plans. The project will not interfere with traffic on those roadways, nor is it anticipated to significantly impact those roadways. The Fire Department will review on-site circulation to assure that internal drives are adequate for emergency vehicles. No impact is expected.
- h) No Impact. The site is located in the developed core of Palm Springs, and no hillsides occur in the vicinity. The project will not expose people or structures to wild land hazards.

۷I	II. HYDROLOGY AND WATER QUALITY		Less Than		
Wo	ould the project:	Potentially Significant Impact	Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?			\boxtimes	
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			\boxtimes	
	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			\boxtimes	
	Otherwise substantially degrade water quality?				\boxtimes
	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:				\boxtimes
	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				\boxtimes

VI We	II. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				\boxtimes
j)	Inundation by seiche, tsunami, or mudflow?				

The project site is located in Flood Zone X, which designates areas that are not subject to flooding.

Groundwater has historically been the principal source of domestic water in the City. The project site will be served by Desert Water Agency (DWA), which supplies domestic water to the City. The DWA pumps water from a number of wells throughout the area for domestic use. DWA also recharges groundwater through recharge basins located in the northwestern portion of the City. Sanitary sewer services at the project site are currently provided at the City wastewater treatment plant, and will continue to be provided by the Treatment Plant.

Discussion of Impacts

- a) Less Than Significant Impact. The proposed project will not violate water quality standards or waste discharge requirements. Construction at the site would be subject to all applicable water quality standards or waste discharge requirements of the City. A Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) will be prepared in compliance with the current California Construction General Permit and the NPDES Municipal Separate Storm Sewer System Permit for the Whitewater River Region, respectively, to delineate the implementation of Best Management Practices (BMPs) to reduce project related impacts to drainage including pollution reduction and groundwater protection. Compliance with existing regulations and requirements will result in a less than significant impact on water quality standards and waste discharge requirements.
- b) Less than Significant Impact. Domestic water for the proposed project will be supplied by the Desert Water Agency (DWA). DWA has prepared an Urban Water Management Plan, which is a long-term planning document that helps DWA plan for current and future water demands. The Plan demonstrates that the Agency has available, or can supply, sufficient water to serve the proposed project. The proposed project includes an 8,000 square foot dog park, which will collect runoff and facilitate groundwater recharge. In addition, the City requires the implementation of water conserving measures in all new development. These standards and policies will help to reduce potential impacts on water resources. Impacts are expected to be less than significant.
- c-d) Less Than Significant Impact. Development of the project site will result in increased impervious surfaces, which has the potential to increase storm flows off-site. This is not permissible in the City. The City requires the preparation of a hydrology study and storm

water management systems for all development projects. A preliminary hydrology study was prepared for the project². The study found that current conditions on and around the project site result in sheet flows during storm events. The study further determined that the proposed project would be best served by the installation of inverted streets, directing storm flows away from the residences, and into local storm drain pipes in the interior streets. These pipes will transport storm flows to the Tachevah Outlet Drain, a 72 inch storm drain located in Avenida Caballeros. The Tachevah Outlet Drain will transport storm flows to Tahquitz Creek, where they will be discharged, eventually flowing into the Whitewater River. In addition, the City will require a final hydrology study when final plans are prepared for the site.

As previously stated, the project will be required to comply with the City's standards associated with surface water management, including the submittal of a Notice of Intent to implement the State Construction General Permit (CGP) associated with construction activities. A SWPPP and WQMP are also required to be prepared for this project to ensure compliance with the CGP and the Whitewater River Region MS4 Permit. The SWPPP must include best management practices for the control of silt and pollutants during construction on the site. The hydrology study includes the design of a stormdrain filter to implement these requirements during the operations phase of the project and the WQMP must include best management practices during the post-construction phase.

The City's standard requirements for the control of on- and off-site storm flows, both during construction and operation of the proposed project, will assure that impacts associated with storm water are reduced to less than significant levels.

- e) Less Than Significant Impact. The City Engineer will review the final hydrology study and WQMP best management practices, to assure that off-site storm flows do not exceed current volumes, and do not contain pollutants. These standards and requirements will assure that impacts associated with storm flows are reduced to less than significant levels.
- **f-h) No Impact.** The project site is not located within an area subject to flooding. The final hydrology study for the project will require the City Engineer's approval to ensure that storm water generated on and off the site does not impact downstream facilities. No other water quality issues are expected to result from implementation of the project.
- **No Impact.** The project site is not in the vicinity of a levee or dam. The City is not located in the vicinity of a body of water, which could be subject to either seiche or tsunami. The project site is not subject to hazards associated with mudflows. No impacts are expected.

² Hydrology Study for Tentative Tract Map No. 36525, Sol Palm Springs, Amir Engineering, February 10, 2013,

IX. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				\boxtimes
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				×
 c) Conflict with any applicable habitat conservation plan or natural community conservation plan? 			\boxtimes	

The project site is located in an area of the City that is mostly developed. The Section 14 Master Development Plan, which governs this area, includes a broad range of land uses designed to form a cohesive town center, and to provide for residential, resort, commercial and recreational opportunities, all within walking distance of each other. The project site is designated Residential High in the Master Plan, and has a zoning designation of R-4.

The City currently implements the Tribal Habitat Conservation Plan, as discussed above under Biological Resources.

Discussion of Impacts

- a) No Impact. The proposed project site is currently vacant with the exception of five housing units that will be demolished as part of the development of the site. The relocation of these residents can be absorbed by existing residential units within the City. The project will not divide an existing community.
- Ordinance permits the submittal of Planned Development applications in lieu of a change of zone. In the case of the proposed project, a PD application has been made to address the requested construction of single family homes in the High Density Residential Zone. As the development of the proposed project is consistent with surrounding development, and with the approval of PD 363 will result in lower overall impacts than high density residential on the site, there will be no impact to land use plans as a result of the proposed project.
- c) Less Than Significant Impact. The applicant will be required to comply with the requirements of the Tribal Habitat Conservation Plan, which requires the payment of fees to mitigate impacts to sensitive species. This fee payment will reduce impacts to less than significant levels.

X. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				\boxtimes
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				\boxtimes

<u>Setting</u>

The California Division of Mines and Geology identifies portions of Palm Springs as a resource zone for aggregate/industrial minerals. The majority of the City is located in Mineral Resource Zone 3 MRZ-3 (an area containing mineral deposits the significance of which cannot be evaluated from available data). Minerals in the Palm Springs area are limited to sand and gravel for aggregate and/or decorative stone purposes and limestone.

Discussion of Impacts

a-b) No Impact. The project site is located in Mineral Zone MRZ-3, which indicates the existence of mineral deposits, the significance of which cannot be determined from available data. The site is designated for urban residential development and there is no potential for mineral extraction to occur on-site. There will be no impact to mineral resources as a result of the proposed project.

X	I. NOISE				
	ould the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		\boxtimes		
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			. 🗖	
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				

The City of Palm Springs Noise Element of the General Plan provides guidelines for community noise impacts per land use designation. According to City standards, residential land uses are considered "noise sensitive" thereby restricting allowable noise levels within the planning area. The City requires that exterior noise levels not exceed 65 dBA CNEL in outdoor living areas, and interior noise levels not to exceed 45 dBA CNEL in all habitable rooms.

Discussion of Impacts

a) Less Than Significant Impact. The main source of off-site exterior noise impacting the project will be generated from traffic along Avenida Caballeros and Amado Road. The project proposes noise barriers/perimeter walls, which will reduce noise levels on the ground floor of units, but will not provide protection from noise for second and third story balconies which may be oriented to the streets. The City requires that the building plans for the proposed project include a noise study which demonstrates that City standards for interior and exterior noise levels are met through construction techniques. This noise

analysis will assure that building techniques, such as balcony walls or other obstacles, are constructed to reduce noise levels to City standards.

Development of the site will also result in short term impacts associated with construction noise. These impacts are temporary and will cease prior to the occupancy of the site. Noise from construction activities may impact residential development to the north and east. Construction noise is regulated by the Municipal Code to occur during the noisier daytime hours, which helps to lower the potential impacts. Should heavy equipment be stored or maintained adjacent to either of the existing residential projects, the noise levels could potentially be sustained, which would result in a potentially significant impact, which requires mitigation.

- b) No Impact. Development of the proposed project will temporarily generate noise and groundbourne vibrations through construction related activities, but will cease once the development is in operation. Impacts are therefore expected to be less than significant.
- C-d) Less Than Significant Impact. The proposed project is consistent with zoning and General Plan designations for medium high-density residential use, and will generate comparable noise levels to developments immediately north and east of the site. Surrounding land uses in proximity to the proposed site include vacant lands and roadways to the west and south, and residential development to the north and east. Impacts are expected to be less than significant.
- **e, f) No Impact.** Palm Springs International Airport is located 1.5 miles east of the proposed project, and does not conduct flight operations over the proposed project. There are no private airstrips in Palm Springs. No impacts associated with aircraft operational noise levels are expected.

Mitigation Measures

In order to assure that noise impacts are reduced to less than significant levels, the following mitigation measures shall be implemented.

- XI-1. Construction activities on-site shall occur only between 7:00 a.m. and 8:00 p.m., Monday-Friday, and 8:00 a.m. and 5:00 p.m. on Saturdays, as specified by the Palm Springs Noise Ordinance (11.74.041). The Construction Site Regulations (Chapter 8.04.220) also identify specific limits on hours of operation for construction equipment between 5 p.m. and 8 a.m. if the noise produced is of such intensity or quality that it disturbs the peace and quiet of any other person of normal sensitivity.
- XI-2. All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and the engines shall be equipped with shrouds.
- XI-3. All construction equipment shall be in proper working order and maintained in a proper state of tune to reduce backfires.
- XI-4. Stockpiling and vehicle staging areas shall be located as far as practical from the northern and eastern boundaries of the site.

- XI-5. Parking, refueling and servicing operations for all heavy equipment shall be located at the southwest corner of the site.
- XI-6. Stationary equipment shall be placed such that emitted noise is directed away from noise-sensitive receptors.
- XI-7. The final acoustical study for the proposed project shall include exterior noise analysis and recommendations for second and third floor balconies to assure that exterior noise levels do not exceed 65 dBA, as well as interior noise analysis and recommendations to assure that noise levels are maintained at 45 dBA or less.

XII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				\boxtimes
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				\boxtimes
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				\boxtimes

According to the General Plan (2007), the City of Palm Springs' population grew from 40,181 people in 1990 to 42,807 people in 2000. This represents a 6.5% increase over the ten-year period. In 2010, the City's population was estimated at 44,552, an increase of 4.1% since 2000.3 Housing units increased from 30,517 to 30,823 from 1990 to 2000, and to 34,264 in 2010. The high number of housing units as compared to population is indicative of the City's part-time residents and second home market. The City has an average household size of 2.1 persons per household.

Discussion of Impacts

- a) No Impact. The proposed project will result in 46 single-family units, and a potential population of approximately 110 people. The project is not large, and is likely to absorb population growth which would otherwise occur in the City over time. No impact is expected.
- b, c) Less Than Significant. The project site is predominantly vacant, with the exception of 5 single-family residential units located on the northeast corner of the property. The existing residents are on a month-to-month rental agreement and have been given notice several months prior to January 2013 that they would be asked to relocate. The project will therefore have a marginal impact on people and housing; however the existing housing stock within the City as well as the proposed housing of the project will reduce such impacts to less than significant levels.

[&]quot;Profile of the City of Palm Springs" prepared by Southern California Association of Governments, May 2011.

XIII. Would	PUBLIC SERVICES d the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
with the government of who impact ratios,	antial adverse physical impacts associated the provision of new or physically altered ammental facilities, need for new or physically adgovernmental facilities, the construction ich could cause significant environmental cts, in order to maintain acceptable service response times or other performance tives for any of the public services:				
a)	Fire protection?			\boxtimes	
b)	Police protection?			\boxtimes	
c)	Schools?				
d)	Parks?			\boxtimes	
e)	Other public facilities?			\boxtimes	

Fire Protection. The Palm Springs Fire Department will provide service to the proposed project site. The Department currently operates four of the five fire stations located throughout the city (Station #5 is currently closed). Station #442, located at 300 N. El Cielo, 1.5 miles from the project site. The station houses one 85' aerial platform, one 1,800 gallon water tender, one breathing support vehicle, one heavy rescue unit, one mobile command vehicle, one quick attack unit, and one reserve truck. The station is manned on a 24-hour basis with one Captain, one Engineer, and one Firefighter. Also available to serve the project site are station #441, located at 277 North Indian Canyon, about 0.6 miles from the project site, and station #443, located at 590 E. Racquet Club, about two miles from the project site.

<u>Police Protection</u>. The City of Palm Springs Police Department provides law enforcement services within the City Limits. The City General Plan recommends that the City maintain a police-staffing ratio of one sworn officer per 1,000 population. Current (2007) staffing levels exceed this standard. For emergency calls, the General Plan cites desired response times for Priority I calls (emergencies) and Priority II calls (non-emergencies) at 5 minutes and 30 minutes, respectively. The Department has mutual-aid agreements with other local law enforcement agencies in the event of a major incident that exceeds the department's resource capabilities.⁴

Schools. The Palm Springs Unified School District (PSUSD) provides educational services for grades K-12 in the City of Palm Springs. Currently, there are 4 elementary schools, 1 middle school and 1 high school in the City. PSUSD receives funding from school facilities fees, state funding, and local funding. PSUSD is authorized to collect school facilities fees as provided for in Government Code Section 53080 et. seq. and 65995 et seq. in the amount of \$3.44 per square foot of residential development.

⁴ City of Palm Springs General Plan, adopted October, 2007.

<u>Parks.</u> The City of Palm Springs has seven parks located on approximately 140-acres within its boundaries. These include Desert Highland Park, Victoria Park, Ruth Hardy Park, Sunrise Park, Baristo Park, Demuth Park and Palm Springs dog park. The City has a standard park ratio of 5 acres of parkland for every 1,000 population as required by the General Plan.

Discussion of Impacts

- Less Than Significant Impact. The proposed project will generate additional need for fire protection for the City Fire Department, but is not expected to require additional services beyond those currently available. The City requires that projects participate in Community Facilities District(s) to assure that the costs associated with added services are recovered. Compliance with such City requirements will assure that impacts to fire services are reduced to less than significant levels.
- b) Less Than Significant Impact. The proposed project will generate additional need for police protection, because of the addition of residential units in the area. The Police Department will be provided building plans for review prior to the approval of the project, to assure that defensible space is provided within the project boundaries. The City includes, as a standard condition of approval, a requirement that projects participate in Community Facilities District(s) to assure that the costs associated with added police services are recovered. This standard requirement will assure that impacts to police services are reduced to less than significant levels.
- c) Less Than Significant Impact. The proposed project is located within the Palm Springs Unified School District (PSUSD) and will be required to pay the State mandated developer fee to help address and offset the potential impacts to local schools. Fees will be collected prior to issuance of building permits. This fee will assure that the impacts to schools are reduced to less than significant levels.
- d) Less Than Significant Impact. The project includes an open space area of approximately 8,000 square feet, which will be used as a park by project residents. The proposed project will be required by the City to pay any remaining Quimby park fee, if the on site park is insufficient to meet the Quimby requirements for the site, to assure that adequate park space is provided for future residents. The on site park and/or payment of the fee will assure that the impacts to City parks are reduced to less than significant levels.
- e) Less Than Significant Impact. The addition of 46 housing units will not impact general government or other municipal services.

XIV. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
 a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? 			×	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				

Setting

The City of Palm Springs offers a wide variety of recreational opportunities including private golf courses, hiking/equestrian trails, bikeways, and 140 acres of parkland.

Discussion of Impacts

a-b) Less Than Significant Impact. The proposed project will result in the development of the 46 single-family homes. In addition to a private central dog park, each of the units offers private pool and yard space. The proposed project will participate in the City's parkland fee program, to offset impacts associated with parks generated by the approximately 110 new residents of the project. Impacts are expected to be less than significant.

XV. TRANSPORTATION/TRAFFIC				
XV. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			⊠	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				\boxtimes
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			\boxtimes	
e) Result in inadequate emergency access?			\boxtimes	
f) Result in inadequate parking capacity?				\boxtimes
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				

Settina

The proposed project is located at the northeast corner of Amado Road and Avenida Caballeros. Avenida Caballeros is designated a Major Thoroughfare, with a 100 foot right of way. The Section 14 Master Development Plan calls for a 64-foot curb-to-curb street section for this area of Avenida Caballeros, with no parking and a Class I bikeway. Amado Road is designated a Secondary Thoroughfare, with an 80 foot right of way, and a 64 foot paved width, as delineated in the Section 14 Master Development Plan.

Discussion of Impacts

a-b) Less than Significant Impact. The Palm Springs General Plan indicates that if the proposed site were developed to its maximum allowed density of 206 units, the site has potential to generate 1,208 trips. The project proposes 46 units, which is well below the potential of the site. Additionally, the site was included in the Section 14 Master Development Plan EIR that assumed the development of a 75-room hotel with a trip generation that is considerably higher than what is currently proposed. The EIR further

identified that the intersection of Avenida Caballeros and Amado Road would operate at level of service A in the mid-day peak, and level of service B in the evening peak, and that surrounding signalized intersections, including the Tahquitz Canyon Way/Avenida Caballeros intersection, would all operate at acceptable levels of service. Therefore, it is expected that the impacts associated with the proposed project would fall well within those described in the Section 14 Master Plan EIR, and impacts would be expected to be less than significant.

- c) No Impact. The proposed project will have no impact on air traffic patterns.
- d), e) Less than Significant Impact. The project includes internal streets of 24 feet in width, with 90 degree turns throughout the site. Emergency access has been provided through the adjacent project to the north, as well as through two emergency access points on Avenida Caballeros. The City Engineer and Fire Department will review the proposed road design to assure compliance with City standards for turning radii, sight distance and access. These requirements will assure that impacts will be less than significant.
- No Impact. The proposed project meets Zoning Ordinance requirements for the provision of parking throughout the site. No on-street parking will be permitted on the interior drives, but parking has been provided for each home in garages, with guest parking areas provided at several locations throughout the project. No impact is expected.
- **8) No Impact.** The proposed project is in the vicinity of existing SunLine Transit routes, and is not expected to impact SunLine's capacity. No impacts are expected.

	VI. UTILITIES AND SERVICE SYSTEMS ould the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
а	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			\boxtimes	
b	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				\boxtimes
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			\boxtimes	
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			\boxtimes	
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				
g)	Comply with federal, state, and local statutes and regulations related to solid waste?			\boxtimes	

Setting

The City owns a wastewater treatment plant (WWTP) located at 4375 Mesquite Way. The plant has a capacity of approximately 10.9 mgd and demands typically range from 7 to 8 mgd.

Water service is provided by the Desert Water Agency (DWA). DWA obtains most of its water supply from groundwater. The City is located within two subbasins of the Coachella Valley Ground Water Basin: The Mission Creek subbasin; and the Garnet Hill and Palm Springs subareas of the Whitewater Subbasin.

Solid waste service is provided by Palm Springs Disposal Service. Solid waste generated in the City is sent to the Edom Hill Transfer Station (EHTS), formerly the site of the Riverside County Landfill. The EHTS is owned and operated by Burrtec Waste. As a transfer station, EHTS is

permitted to receive 3,500 tons of waste per day, and an additional 500 tons of green waste (compost).⁵ Solid waste from the transfer station is disposed of at one of three landfills including Lambs Canyon, Badlands, and Sobrante landfills. Lambs Canyon has a remaining capacity of 18,955,000 cubic yards (2009) and estimated closing date 2021. The Badlands Landfill near Moreno Valley, with a remaining capacity of 14,730,025 cubic yards (2010), has an estimated closing date of 2024⁶. El Sobrante Landfill near Corona has a permitted capacity of 184,930,000 tons and has a remaining capacity of 145,530,000 tons (2009).⁷

Drainage from the surrounding mountains drains to the valley floor and is directed by sheet flow, channels, and other improvements including levees, reinforced concrete pipe and drainage channels to the Palm Canyon Wash and the Whitewater River. The project site is located in Flood Zone X, which designates areas that are not subject to flooding.

Discussion of Impacts

a) Less Than Significant Impact. Wastewater discharge requirements for the Coachella Valley, including the subject property, are administered by the Colorado River Basin Regional Water Quality Control Board. The City implements all the requirements of the Regional Water Quality Control Board as they relate to wastewater discharge requirements. The Desert Water Agency implements the Board's standards and requirements as they relate to water quality standards.

The proposed project will increase wastewater flows to the treatment plant, but it will not adversely impact water quality standards or waste discharge requirements. The proposed project will be required to pay connection fees to hook into the existing lines. Impacts are expected to be less than significant.

b, c) No Impact. While new onsite water conveyance infrastructure will be built as part of the project, the project will be able to connect to existing domestic water lines in adjacent roadways. Water service requirements may include, but are not limited to, upgrades, modifications, replacement, and abandonment of existing DWA facilities. These improvements may require construction within and adjacent to public rights-of-way and existing and/or proposed easements.

The City Engineer will require the preparation of a final hydrology study, when final plans for the project are submitted, to assure that the site's storm water management system meets all City standards. No impact is expected.

- d, e) Less Than Significant Impact. DWA has prepared an Urban Water Management Plan, which is a long-term planning document that helps it plan for current and future water demands. The Plan demonstrates that the District has available, or can supply, sufficient water to serve the proposed project. While new onsite water conveyance infrastructure will be built as part of the project, the project will be able to connect to existing domestic water lines in adjacent roadways. The project will also be required to implement water conservation programs, including a drought tolerant landscaping plan and the CalGreen Building Code, which requires that high efficiency fixtures be used.
- **f-g) Less Than Significant Impact.** Palm Springs Disposal Service provides solid waste disposal services for the project site, with waste hauled to facilities including the Badlands Landfill

⁵ Cal Recycle web site. http://www.calrecycle.ca.gov accessed January 2013.

⁶ Ibid

^{&#}x27; lbid

and the Lambs Canyon Landfill, both of which have adequate capacity to accommodate the proposed project. Impacts are expected to be less than significant.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Door the western	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		Incorporated		
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				
a) Less Than Significant Impact. The propo	osed projec	ct does have	e the pote	ntial to

- a) Less Than Significant Impact. The proposed project does have the potential to significantly impact burrowing owls, a sensitive species. No historic, prehistoric or paleontological resources are known to occur on the site, but buried resources may be present. The project is required to assure that burrowing owls do no occur on the site, and to undertake cultural resource monitoring for buried resources on the site, thereby reducing potential impacts to less than significant levels.
- b) Less Than Significant Impact. The proposed project is consistent with the Section 14 Master Development Plan and the City General Plan, insofar as it proposes residential development, as designated. The project is developing well below the allowable densities in these designations. Therefore, the proposed project is expected to result in lower cumulative impacts than those previously analyzed for the General Plan or the Section 14 Master Development Plan.
- c) Potentially Significant Impact Unless Mitigation Incorporated. The proposed project has the potential to result in significant impacts related to air quality and noise, without mitigation. All potential impacts have been identified and reduced to less than

significant levels through the imposition of the mitigation measures as outlined in this Initial Study and the associated special studies.

REFERENCES

Ambient Air Quality Standards, California Air Resources Board, June 2012.

California Emissions Estimator Model (CalEEMod) version 2011.1.1.

Palm Springs 2007 General Plan.

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

Section 14 Master Development Plan, November 2004

Section 14 Master Development Plan EIR/EIS, July 2002

APPENDIX A:

CalEEMod Output Tables

Sol TTM 36525

CalEEMod Version: CalEEMod.2011.1.1

Sol TTM

Date: 2/6/2013

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Weinc	Dwelling Unit	Space
Size	46	Parking Lot
Land Uses	Single Family Housing	Parking Lot

1.2 Other Project Characteristics

y Southern California Edison	
Utility Company	
_	
Wind Speed (m/s) 3.4	Precipitation Freq (Days) 20
Urban	15
Urbanization	Climate Zone

1.3 User Entered Comments

Project Characteristics -

Land Use - The project will result in the development of 46 single family, two-story units.

Construction Phase - Demolition will require the removal of 5 duplex units on the northeast corner of the subject property.

Grading -

Demolition - Assumes 8500 total building SF for 5 exisiting housing units on site.

On-road Fugitive Dust - The project site is located in an urban area, all roads will be paved.

2.1 Overall Construction

Unmitigated Construction

5000	772.10	772.10
OZN	9.0	0.00
CH4	90.0	90.08
Total CO2	770.49	770.49
NBio- CO2	770.49 770.49	770.49
Bio-CO2	0:00	0.00
PM2.5 Total	0.49	0.49
Exhaust PM2.5	0.41	0.41
Fugitive PM2.5	60.0	0.09
PM10 Total	0.93	0.93
Exhaust PM10 sýr	0.41	0.41
Fugitive PM10	0.52	0.52
805	0.01	0.01
	4.82	4.82
Š N	6.61	6.61
ROG	5.61	5.61
Year	2014	Total

Mitigated Construction

ezoo:	772.10	772.10
NZO	800	0.00
OF44	0.08	0.08
Total CO2	770.49 770.49	770.49
NBio CO2	770.49	770.49
Bio-002	0.00	0.00
PM25 Total	0.03	0.03
Exhaust PM2.5	0.02	0.02
Fuglive	10.01	0.01
PM10 Total	0.40	0.40
Exhaust PMT0 S/r	0.02	0.02
Fugitive PM10	0.38	0.38
. S02	0.01	0.01
6 0 8 8	0.65	0.65
NOve	0.54	0.54
FOG.	4.73	4.73
Year	2014	Total

2.1 Overall Construction

Unmitigated Construction

,		
8000 8000	772.10	772.10
OZN	0.00	0.00
OH4	8	0.08
Total CO2	770.49	770.49
NBIG-	770.49	770.49
Bio-CO2	0.49 0.00 770.49 770.49	0.00
PM2.5 Total	0.49	0.49
Exhaust PM2.5	0.41	0.41
Fugitive PM2.5	60:0	60:0
PMIO	0.93	0.93
Exhaust PM10 Ar	0.41	0.41
Eugitive PM10	0.52	0.52
20 5	0.01	0.01
8	4.82	4.82
NOX	6.61	6.61
Rog	5.61	5.61
Yaar	2014	Total

Mitigated Construction

-		
CO26	772.10	772.10
NZO	0.00	0.00
CH4	90.0	90.08
Total CO2	770.49	770.49
NBio- CO2	770.49 770.49 0.08	770.49
Bio. CO2	0.00	00.0
PM25 Total	യാ	0.03
Exhaust PM2.5	0.02	0.02
Fugitive PM2.5	0.01	0.01
PM10 Total	0.40	0.40
Exhaust PM10 Vyr.	0.02	0.02
Fügitive PM10 ton	0.38	0.38
80 2	0.01	0.01
90	0.65	0.65
NOX:	0.54	0.54
HOG.	4.73	4.73
Year	2014	Total

2.2 Overall Operational

Unmitigated Operational

N2O: CO2e		96'0	197.02	802.67	20.52	18.73	1,039.90
NZO		0.00	0.00	0.00	9. O	0.00	0.00
CH4	МТ⁄уг	0.00	10.0	9 9	0.54 42.	0.02	0.61
Total CO2	W	0.94 4	195.81	801.92	9.15	17.49	1,025.31
Bio-CO2 NBio Total CO2 CH4		0.94	195.81	801.92	0.00	17.49	1,016.16
		0.00	0.00	00.0	9.15	8	9.15
PM2.5 Total		0.00	0.0	0.11	0.00	8	0.12
Extraust PM2.6		0.00	0.00	60.0	o 8	80	0.09
Fugitive				0.01			0.01
PM10 Total		0.00	0.0 F	0.81	8	00.0	0.82
Exhaust PM10	s / уг	0.00	0.00	0.10	0.00	0.00	0.10
Fugitive PM10s	e interest			0.71			0.71
20S		0.00	0.00	0.01			0.01
8		0.59	9.04	5.43			90.9
NON		0.01	0.09	3.03			3.13
Rog		1.69	0.01	0.63			2.33
	Category	Area	Energy	Mobile	Waste	Water	Total

2.2 Overall Operational

Mitigated Operational

								
COZ		0.98	197.02	802.67	20.50	\$	10.73	1,039.90
OSA		000	0.00	000	900	5	3	0.00
O 44	, j	800	0.01	800	25.0	8		0.61
Totál CO2 CH4	MTA	0.94	195.81	801.92	9.15	17.40		1,025.31
NBio- CO2		0.94	195.81	801.92	000	17.49		1,016.16
o-002		0.00	00.00	000	9.15	00.0		9.15
PM2.5 Total		0.00	0.01	0.11	0.00	00:0	1	0.12
Exhaust PM2.5		00.00	0.00	0.09	0.00	00.00		0.09
Flightve PM2.5			:	10.0	:			0.0
PM10 Total		00:00	0.01	0.81	0.00	00.0		7.9Z
Exhaust PM10	V	0.00	0.00	0.10	0.00	00:00	ş	2
Pugitive PM10	cons <i>l</i> y			17.0			5.7	
205		0.00	0.00	0.01			5	
0 0		0.59	8	5.43			90.9	
NOX		0.01	60.0	3.03	÷		3.13	
ROG		1.69	0.01	890	• • • • • • • • • • • • • • • • • • •	* • • • · · · · · · · · · · · · · · · ·	2.33	
Caledoni	I CR	Area	Energy		Waste	Water	Total	

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment Water Exposed Area

3.2 Demolition - 2014

Unmitigated Construction On-Site

d)	ÇK.	Γ.	1 10	T _a
COS		0.00	68.26	68.26
Ω		· • • •	l g	٥
N N		0.00	0.0	0.00
7		0.00	0.01	0.01
0	Tilye			Ľ
Total CO2	2	0.00	68.12	68.12
W. P. P. P. S.				
NBIQ- CO2		00.00	68.12	68.12
8 O		[
Bio-C		0.00	0.00	0.0
iz 5 Mai		00.0	0.03	0.03
g.r.		Ö	; o	ö
Exhaust PM2.5		00.00	90.03	0.03
Φ.				
Fugitiv PM2.5		0.00		0.00
0 Je			ო	3
P. Tot		0.00	0.03	0.03
aust 710		0.00	0.03	0.03
态。	ns/yr		Ö	0
MIO.	2	0.00		0.00
E.F.				
ğ			0.00	00'0
40 (10 (10) 1 (10)				_
8			0.41	0.41
ð			0.66	99:0
Z			Ö	0
900	5636 3544 3544	1	0.08	0.08
		•••	-	_
	Č	Dust	oad	je!
	Cate	Fugitive Dust	Off-Road	Total
		_ :		

Unmitigated Construction Off-Site

CO2e	13. 2	1.47	0.00	1.28	2.75
OSN		0.00	0.00	0.00	0.00
CH4	VI.	0.00	0.00	0.0	0.00
Total CO2 CH4 N2O CO2e	MT/	1.47	0.00	1.28	2.75
NBio- CO2	H-30-188	1.47	0.00	1.28	2.75
Exhaust PM2.5 Bo-CO2 PM2.5 Total		00:00		0.00	0.00
PM2.5 Total	Se 1205	000	0.0 0.00	0.00	0.00
Exhaust PM2.5		0.00	8.8	0.0	0.00
Fugitive PM2.5		0.00	0.00	0.00	0.00
PM10 Fugitive Total FM25		0.01	0.00	0.00	0.01
Exhaust PM 10	, N	0.00	0.0	00.00	0.00
Fugitive Exhaust PM10 PM10	ton	0.01	000	0.00	0.01
802	100 pg	0.00	0.00	0.00	0:00
: 00°		00:0	0.00	0.01	0.01
NOx		0.01	0.00	0.00	0.01
ROG	100 000 100 100 100 100 100 100 100 100	00.00	0.00	00.0	0.00
	Category	Hauling	Vendor	Worker	Total

3.2 Demolition - 2014

Mitigated Construction On-Site

COZe	0.00	68.26	68.26
OZN	0.00	0.00	0.00
OH4	0:00	10.0	0.01
Total CO2	0.00	68.12	68.12
NBio- CO2	0.00	68.12	68.12
Bio-CO2	0.00	00:0	0.00
FM2.5 Total	0.00	00°0	0.00
Exhaust PM2.5	00:0	0.00	0.00
Fugitive PM25	00'0		0.00
PN10 Total		000	0.00
Exhaust PM10	0.00	0.00	0.00
Fugitive PM10 tor	0.00		0.00
20S		0.00	0.00
00		00.00	0.00
XCN		0.00	0.00
HOG		0.00	0.00
Category	Fugitive Dust		Total

Mitigated Construction Off-Site

COZe	100 miles	1.47	0.00	1.28	2.75
NZO		00.0	0.00	0.00	0.00
OH4	M	0.00	00.00	00.00	0.00
Total CO2	W	1.47	0.0	1.28	2.75
NB0- CO2	4	1.47	0.00	1.28	2.75
Bio-CO2		0:00	0.00	000	0.00
PM2.5 Frotal		00:00	0.00	0.00	00'0
tve Exhaust 55 PM2.5		00:00	0.00	0.00	0.00
Fuglive PM2.5		0.00	8	0.00	0.00
PM10 Tofal		0.01	0.00	00.0	0.01
Exhaust PM10	eljr.	0.00	0.00	0.00	0.00
Fugilive PM10	uot	10.01	0.00	00.00	0.01
SOS		00:00	0.00	0.00	0.00
00		0.00	0.00 0.00	0.01	0.01
NOX		0.01	0.00	0.00	0.01
HOG		0.00	0.00	0.00	0.00
	Category	Hauling	Vendor		Total

3.3 Site Preparation - 2014

Unmitigated Construction On-Site

j			
CO2e	0.00	36.35	36.35
OZN.	0.00	0.00	0.00
CH4	0.00	0.00	0.00
Total CC2	0.00	36.27	36.27
NBIO- CO2	00:0	36.27	36.27
Bio. CO2	0.00	00:0	0.00
PM2.5 Total	90'0	0.02	0.07
Exhaust PM2.5	0.00	0.02	0.02
Fugitive PM2.5	0.05		0.05
PM10 Total	60.0	0.02	0.11
Exhaost PM10 s/yr	00:00	0.02	0.02
Fugitive t	60:0	; ; ;	0.09
202		0.00	0.00
00		0.22	0.22
VON		0.37	0.37
ROG		0.05	0.05
Category	Fugitive Dust	Off-Road	Total

Unmitigated Construction Off-Site

CO2e	96 33 33	0.00	00.00	0.77	0.77
N2O		0.00	800	80.0	0.00
CH4	Ж	0.00	0.00	0.00	0.00
Total CO2	MT	0:00	000	0.77	0.77
NBIO- CÓ2		0.00	0.00	72.0	0.77
Bio-CO2	15,000	00'0	0.00	0.00	0.00
PM2.5 Total		0.00	0.0	0.00	0.00
Exhaust PM2.5		00:0	0.00	00.0	0.00
Fugitive PM2.5		00.00	0.00	0.00	0.00
PM10 Total	100 dis	00:0	0.00	0.00	0.00
Exhaust PM:10	·/Ve	00.00	0.00	0.00	0.00
Fugitive. PM10	ton	00.0	8.0	00.00	0.00
S02		00:00	0.00	0.00	0.00
80		00:00	0,00 0,00	0.01	0.01
NOX		00:00	0.00	00:00	0.00
ROG		00.00	00.00	00.00	0.00
	Category	Hauling	Vendor	Worker	Total

3.3 Site Preparation - 2014

Mitigated Construction On-Site

COS		80.0	36.35	36.35
NZO		0000	00.0	0.00
투0] ķ	0.00	00:00	0.00
Total CO2	Į.	0.00	36.27	36.27
NBio- CO2		0.00	36.27	36.27
Bio- C02	100	0.00	0.00	0.00
PM25 Total		0.01	0.00	0.01
Exhaust PM2.5		0.00	0.00	.0.00
Fugitive PM2.5		0.01		0.01
PM10 Total		0.01	00:0	0.01
Exhaust PM10	18/yr	0.00	00:00	0:00
Fugitive PM10	tons/yr	0.01		0.01
802			8.0	0.00
8			8 0	0.00
ŎN.		• • •	0.00	0.00
ROG			0.00	0.00
	Category	Fugitive Dust	Off-Road	Total

Mitigated Construction Off-Site

			-			_
CO2e		0.00	00.00	0.77	0.77	
OZN		000	0.00	00.0	0.00	
CH	Ŋ,	0.0	0.00	000	0.00	
Total CO2]§	0.00	0.00	0.77	7.70	
NBio- CO2		0.00	0.00	0.77	0.77	
Bio-C02		0.00	000	00.0	0.00	
PM2.5 Total		90:0	0000	000	00.0	
Exhaust PM2.5		00:0	98.0	000	0.00	
Fugitive PM2.5		0.00	0.00	800	0.00	
PM10 Total		0.00	000	00.0	0.00	
Fugitive Exhaust PM PM10 PM10 Tot	J.V.	0.00	0.00	8.0	0.00	
Fugitive PM10	tons/	0.00	000	0.00	0.00	
SO2		0.00	0.00	0.00	0.00	
8		0.00	000	0.01	0.01	
Š		00.0	00°C	0.00	0:00	
ROG		00.00		00 O	0.00	
	Category	Hauling	Vendor	Worker	Total	

3.4 Grading - 2014

Unmitigated Construction On-Site

CO2e	00:00	47.63	47.63
NZO	0.00	00.0	0.00
CH4	00:00	00:0	0.00
Total CO2	0.00	47.52	47.52
NBio- CO2	0.00	47.52	47,52
Bio-602	0.00	00.0	0.00
PM25 Total	0.03	0.02	0.05
Exhaust PM2.5	00:00	0.02	0.02
Fugitive PM2.5	0.03		0.03
PM10 Total	0.07	0.02	60.0
Exhaust PM10	0.0	0.02	0.02
Fugitive PM10	0.07		0.07
802		00:0	0.00
8		0.30	0.30
XON		0.46	0.46
RØG		90.0	90.0
Category	Fugitive Dust	Off-Road	Total

Unmitigated Construction Off-Site

					
COZe		47.11	0.00	1.28	48.39
		00:00	0.00	0.00	0.00
CH4		0.00	0.00	0.00	0.00
Total:CO2 CH4 N2O	MEA	47.09	0.00	1.28	48.37
NBIO- CO2		47.09	0.00	1.28	48.37
777 Sec. 2	90	00.0	0.00	0.00	0.00
PM2.5 Bio- CO2 Total		0.01	0.00	0.00	0.01
haŭst: W2.5		0.01	<u> </u>	0.00	0.01
410 Fugitive Exhaustrixial PM2.5 PM2.5		00:0	0.00	00.0	0.00
10 Füg tal Piv			:	<u>-</u>	
PA To		0.29	00.0	00:0	1 0.29
ive Exhaust 10 PM10	ions/yr	0.01	0.00	0.00	0.01
Fugitiv PM10		0.27	0.00 0.00	0.00	0.27
SOZ		00'0	0.00	0.00	0.00
8		0.12	00.00	0.01	0.13
XON		0.29	0.00	0.00	0.29
ROG		0.02	00.00	00:00	0.02
	Category	Hauling		Worker	Total

3.4 Grading - 2014

Mitigated Construction On-Site

COZe	3	3.7	47.63
OSA O		200	0.00
CH4	800		0.00
Total(CO2	47.52		47.52
680 680 680 680 680 680 680 680 680 680			47.52
Bio-CO2	0.00		0.00
PW25 Total	00:0	Ī	0.01
Exhaust PM2.5 0.00	0.00		0.0
Flightve PM25			9.04
PM10 Total	00.0	Ī	0.0
Exhaust FM10	00'0	3	0.00
Flightve PM10 Ibns		Ę	100
200	80	0.0	
S	000	0.00	
XON.	000	0.00	
ROG	0.00	0.00	
Category Fugitive Dust	Off-Road	Total	

Mitigated Construction Off-Site

-				_			
CO2e	47.11		80		1.28	!	48.39
N2O	00'0		0.0		80		0.00
CH4	0.0		800	1	800		0.00
Total CO2	47.09		0.00		8		48.37
NBo- CO2	47.09		9.0		1.28		48.37
Bio GO2	00.00		899		000		0.00
PM2.5 Total	0.01		8		000		0.01
Exhaust PN2.5	0.01		8		8		0.01
Fugitive PM2.5	0.00	7	8		8		0.00
PM 10 Total	0.29		8	+	000		0.29
Exhaust PM10 syr.	0.01	7	3	*****	8		0.01
Fugative PM10 Tan	0.27		3		3		0.27
18 SOE	00.0	5	3	5	3		0.00
000	0.12	٤	3		5	١	51.U
NOX	0.29	٤	3	5	3	98.0	0.23
ROG	0.02	2	}		3	500	0.02
Category	Hauling	Vendor		Worker		Total	

3.5 Building Construction - 2014

Unmitigated Construction On-Site

g	8	8
ÇOZe	403.99	403.99
OSN OS	00.0	0.00
CH4d	40.0	0.04
Total CO2	0.00 403.10 403.10 0.04	403.10
NBI9 CO2	403.10	403.10
Bio-CO2	0.00	0.00
PM2.5 Total	0.22	0.22
Exhaust PM2.5	0.22	0.22
Fugitive PM2.5		
PM10 Total	0.22	0.22
Exhaust PM10 Vr	0.22	0.22
Fugitive PM10 tons		
202	0.00	0.00
90	2.55	2.55
I FINOS	3.53	3.53
ВОЗ	0.52	0.52
Category	Off-Road	Total

Unmitigated Construction Off-Site

		,	·		
C02e	00 S	0.00	32.82	33.92	66.74
NZO	Section (Section)	0.00	00.00	0.00	00:00
CH4	Ŋı	0.00	0.00	0.00	0.00
Total CO2		00:00	32.81	33.87	66.68
NBio- CO2	80000000	00'0	32.81	33.87	89.68
BIO- GO2	看要	0.00	0.00	0.00	00'0
PM2.5 Total	40 (Ø. 48)	000	0.01	0.00	0,01
Exhaust PM2.5		00:00	0.01	0.00	0.01
Fugitive PM2.5		000	800	00:00	00:0
PM10 Total		0.00	0.02	0.05	0.07
Exhaust PM10	eðr.	0.00	0.01	0.00	0.01
Fugitive PM10:	As in tonsfyr	0.00	0.01	0.05	0.06
802	TO STATE OF THE PARTY.	0.00	0.00	0.00	0.00
ÇQ.		0.00	0.11	0.31	0.42
Ŏ		0.00	0.20	0.03	0.23
- HOG		0.00	0.02	0.03	0.05
	Category	Hauling	Vendor	Worker	Totai

3.5 Building Construction - 2014

Mitigated Construction On-Site

COZe	403.99	403.99
NZO	0.00 \$ 403.99	00:00
OH4	0.04	0.04
Total CO2	403.10	403.10
NBio CO2	403.10	403.10
Bjo-CO2	0.00 403.10 403.10 0.04	0.00
PM2.5 Total	0.00	0.00
Exhaust PM2.5	0.00	0.00
Fugitive PM2.5		
PM10.	0.00	0.00
Exhaust PM10 i/y:	0.00	00:0
Fuglitive PM10 tbn		
S S	0:00	0.00
00	00:0	0.00
NOX	20.00	0.00
HOG	90.5	0.00
Category	nen-lio	Total

Mitigated Construction Off-Site

	·	···			
CO2e		0.0	32.82	33.92	66.74
NZO		0.00	0.00	000	0.00
CH4		0.0	0.00	000	0.00
Total CO2	T₩	0.00	32.81	33.87	66.68
NBI9- CO2		0.00	32.81	33.87	66.68
Blo-CO2		0.00	0.00	0.00	0.00
PM25. Total		0.00	10.0	0000	0.01
Exhaust PM2.5		80.0	0.01	0.00	0.01
Fugitive PM2.5		0.00	00:00	0.00	0.00
PM10 Fotal		0.00	0.02	0.05	0.07
Exhaust PM10	ı y ı:	0:00	0.01	0.00	0.01
Fugitive PM10	stoti 💮 💮	0.00	0.01	0,05	90.0
\$05	TANGE 00	0.00	00.0	0.00	0.00
CO		0.00	0.11	0.31	0.42
NOX		00:0	0.20	0.03	0.23
ROG		0.00	0.02	0.03	0.05
	Category	Hauling	Vendor	Worker	Total

3.6 Paving - 2014

Unmitigated Construction On-Site

CO2e	66.38	0.00	66.38
NZO CZ	00:00	0.00	00.0
CH4	0.01	0000	0.01
Total CO2	66.15	00.0	66.15
NBIo- CO2	66.15 66.15	0.00	66.15
Bio-CO2	0:00	0.00	0.00
PM25 Total	0.07	0.00	0.07
Figure Exhaust PM2.5	20:0	0.00	0.07
Fugitive		; ; ; ;	
PM10 Total	0.07	00.0	0.07
Exhaust PM10 SMF	0.07	0.00	0.07
Fugitive PM10			
20S	0.00		0.00
8	0.52		0.52
NOX	0.80		0.80
HOG.	0.13	0.00	0.13
Category	Off-Road	Paving	Total

Unmitigated Construction Off-Site

CO2e		00:00	0.00	3.21	3.21
N2O		00.0	0.00	00.00	0.00
CH4	Ŋı	0.00	0.00	000	0.00
Total CO2	W	0.00	000	3.21	3.21
NBio- GO2		000	0.00	3.21	3.21
8lo-CO2		00.00	0.00	0.00	00.00
PM2.5 Total		0.00	0.00	0.00	0.00
Exhaust PM2.5	1.50 mg/s	0.00	0.0 0.0	0.00	0.00
Fugitive PM2.5		0.00	9.00 0.00	0.00	0.00
PM10 Total		0.00	0.00	0.00	00'0
Exhaust PM10	syr	0.00	0.00	0.00	0.00
Fugitive PM10	tons/	0.00	0.00	0.00	0.00
ZOS		0.00	9.00	0.00	0.00
9	SMARKE GANGE	00.00	0.00	0.03	0.03
NOX	10 (12) 10 (12) 11 (12) 14 (12)	0.00	0.00	0.00	0.00
ROG		0.00	0.00	0.00	0.00
	Category	Hauling	Vendor	Worker	Total

3.6 Paving - 2014

Mitigated Construction On-Site

	0.026		66.38	00:0	66.38
	NZO		0:00	000	000
: .	CH4	, A	0.01	800	10.01
7	Total CO2	ĽW.	6.15	00.0	66.15
	NBIO- CO2		66.15 6	0.00	66.15
	9to-CO2		0.00	0.00	0.00
	PM2.5 Total		80	00.00	0.00
	Exhaust PM2.5		0.00	0.00	0.00
	Fugitive PM25				·
	PM10 Total		00:00	000	0.00
	Exhaust PM10	syr	00:0	00:0	0.00
	Fugilitye PM10	tan			
	S02	40 miles (1)	0.00		0.00
	8		0.00		0.00
	XON		0.00		0.00
			0.00	0.00	0.00
		Category	Off-Road	Paving	Total

Mitigated Construction Off-Site

CO26		0.00	0.00	3.21	3.21
NZO		0:00	00:0	0.00	0.00
44.		0.00	0.00	0.00	0.00
05	Į _Š		÷	÷	╀
Total O		000	0.00	3.21	3.21
NBI6- CO2		0.00	0.00	3.21	3.21
Bio-CO2		0.00	00.0	0.00	0:00
PM2.5 Total		0.00	0.00	0.00	0.00
Exhausf PM2.5		0.00	0.00	0.00	0.00
Fugitive PM2.5		0.00	0.00	0.00	0.00
PM10 Total		0.00	0.00	000	0.00
Exhaust PM10	Ŋ,	0.00	0.00	0.0	0.00
Fugitive PM10	ğ	0.00	0.0	0.00	0.00
SOS		0.00	0.00	0.00	0.00
8		0.00	0.0	0.03	0.03
XON .		00.0	00.0	00.00	00.0
ROG		00.00	8	00.0	0.00
	Category	Hauling	Vendor	Worker	Total

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

Total New CO2 Total CO2 CH4 Next Total CO2 CO2 Total CO3 CH4 Next N	0.02 0.02 0.00 22.31 22.31 0.00 0.00 22.38	0.02 0.02 0.00 22.31 22.31 0.00 0.00 22.38
PM2.5 Bio. CO22 Total CO22 CH4 CO2 CO32 CO32 CO33 CO33	0.02 0.00 22.31 22.31 0.00	0.02 0.00 22.31 22.31 0.00
PM2.5 Bio. CO2 Total CO2 Total CO2 MT/y	0.02 0.00 22.31 22.31	0.02 0.00 22.31 22.31
PM25 Bio-CO2 NBio- CO2 0.00 0.00 0.00	0.02 0.00 22.31	0.02 0.00 22.31
PM25 Bio-CO2 NBio- CO2 0.00 0.00 0.00	0.02 0.00	0.02 0.00
PM2.5 BIG: CO2 Total 0.00 0.00	0.02	0.02
PM2.5 Total 0.00		
	0.02	0.02
Fligitiv PM25		
PM10 Total	0.02	0.02
Exhaust PM10 Vir	0.02	0.02
Fugitive PM10		
205	0.00	0.00
8	0.17	0.17
Š	0.24	0.24
A.65	0.04	4.69
Category Archit. Coating	Off-Road	Total

Unmitigated Construction Off-Site

CO2e		0.00	0.00	5.25	5.25
NZO		0.00	0.00	0.00	0.00
CH	YES SO	0.00	0.00	0.00	0.00
Total CO2	MT	0.00	0000	5.24	5.24
NBio- CO2		00.0	0.00	5.24	5.24
Blo- CO2	\$ \$50.00 ES	0.00	0.00	0.00	0:00
PM2.5 Total		0.00	0.00	0.00	0.00
· 6000000000000000000000000000000000000		0.00	0.00	0.00	0.00
Fugitive Exhaust PM2.5 PM2.5		00:0	0.00	0.00	0.00
PM10 Total		0.00	0.00	0.01	0.01
Exhaust PM10	%	0.00	0.00	0.00	0.00
Fugitive PM10	tons	0.00	0.00	0.01	0.01
SD2		00:00	00.00	0.00	0.00
00		00'0	0.00	0.05	0.05
NOx		00:00	00.0	0.01	0.01
ROG		00.00	0.00	00.00	0.00
	Category	Hauling		Worker	Total

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

						
CO2e		000		22.38	20.00	44.30
NZO		00.0		0.00	8	3
OH4	×	00.0		0.00	8)
otal CO2	NT.	0.00	•	22.31	22.31	
NBio- CO2		0.00	4	22.31	2231	
Bio-CO2		0.00	*	8.0	9.0	_
FM25 Total		0.00		8.	0.0	
Exhaust PM2.5		00.0	-	8	0.00	
Fugitiva PM2.5			+			
PM10 Total		0.00	+	000	0.00	
Exhaust PM 10		0.00		0.00	0.00	
Fugilité PM10						
20S				20.5	0.00	
03			2	3	0.00	
NOX			0.00		0.00	
ROG	Į	00.	000		4.65	
Category	Archit Coating		Off-Road		Totai	
	_	_				

Mitigated Construction Off-Site

COZe		0.00	0.00	5.25	5.25
			÷	+	-
NZO		0.00	000	0.00	9:00
OH 4	Λyr	0.00	0.00	0.00	0.00
Total CO2	~ MT/yr	0.00	000	5.24	5.24
NBio- CO2		0.00	0.00	5.24	5.24
BIO- CO2		0.0	0.00	0.00	0.00
PW25 Total		00.00	0 00 0	0.00	0.00
Exhaust PM2.5		0.00	80.00	0.0	0.00
Fugitive PM2.5		0.00	0.00 0.00	0.0	0.00
PM10 Total		0.00	0.00	0.01	0.01
Exhaust PM 10		00.0	0.00	0.00	0.00
Fugitive. PM10	uo Siese	000	0.00	0.01	0.01
802		00.0	0.00	0.00	00.0
00		900	0.00	0.05	0.05
χόν		00.0	00.00	0.01	0.01
BOG		3	8.0	0.00	0.00
Category		T T T T T T T T T T T T T T T T T T T	Vendor	Worker	Total

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CO2e	10000	802.67	802.67	AA
NZO		0.00	0.00	ΑÑ
OH4		0.04	0.0	ΝA
Total CO2			801.92	NA
NBio- CO2		0.00 801.92 801.92	801.92	NA
Bio-GO2	A 100 KG 100 KG	0.00	0.00	NA
PM2.5 Total	X 0.000 E	0.11	0.11	NA
Exhaust PM2.5		60 O	0.09	NA
Fugitive PM2.5		0.01	0.01	NA
PM10	15 (15 (15 (15 (15 (15 (15 (15 (15 (15 (0.81	0.81	NA
Extraust PM.fg	Section News	0.10	0.10	NA
Fugitive PM10		0.71	0.71	NA
20S		0.01	0.01	NA
8	SEC. 020.000	5.43	5.43	NA
NOX		3.03	3.03	NA
ROG	水配を行ったである。	0.63	0.63	NA
Category		Mitigated	Unmitigated	Total

4.2 Trip Summary Information

	سعو		_
Mitgated. Annual VMT	1,244,865		1,244,865
Unmitigated Annual VMT	1,244,865		1,244,865
ite Sunday	403.42	0.00	403.42
rage Daily Trip Re Saturday	463.68	00:00	463.68
Ave	440.22	0.00	440.22
Land Use	Single Family Housing	Parking Lot	Total

4.3 Trip Type Information

	H-O or C-NW.	40.60	0.00
Trip %	HS or C-C	19.20	0.00
	H-Worc-W	40.20	0.00
	H-O or C-NW	7.50	7.30
Miles	H-Sorce	7.30	7.30
	H-W or C-W	10.80	9.50
	Land Use	Single Family Housing	

5.0 Energy Detail

5.1 Mitigation Measures Energy

,	,		.,			
CO2e		96.94	96 94	100.08	100.08	Ā
NZO		0.00	0.00	0.00	0.00	₹
CH4	Yr.	0.00	0.00	0.00	0.00	NA
Total CO2	TW.	96.33	96.33	99.48	99.48	NA
NBio- CO2		96.33	96.33	99.48	99.48	Ϋ́
Bio- CO2		0.00	0.00	0.00	0.00	NA
st PW25		0 0 0	000	0.01	0.01	NA
Exhaust PM2.5		00.0	0.00	0.00	0.00	NA NA
Fugitive PM2.5						NA
PM10 Total		0.00	0.00	0.01	0.01	ž
Exhaust PM10	ons/yr	99	8 8	0.00	0.00	Ϋ́
Fugitive PM10	Fo.					NA
802				000	0.00	NA
စိ				9 2	0.04	NA
NOX				0.09	60.0	NA
ROG		- 4		0.01	0.01	νV
priorate	Electricity	Mitigated	Electricity Unmitigated	NaturalGas Mitigated	NaturalGas Unmitigated	Total

5.2 Energy by Land Use - NaturalGas

Unmitigated

				_
ø	(XX)	_	100.08	g
8		0.00	100.08	100.08
ပ	3.0	-	:₽	I۽
Market des				
OSN.	1000	0.00	1	Ι.
18	1000	8	0.00	0.0
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2000 PM		1	:	ı
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Total CO2	>	00'0	99.48	99.48
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1002011086		ļ - <i>-</i> -		⊢
Bio ₂ CO2	200	0.00	:	1
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8	33.6	õ	0.0	ð
m .		L	i.	L
(2000 LO	17,46			
PM2.5 Total		0	0.0	1
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新語祭				I
Exhaust PM2.5	(8.123)	0.00	8	0.00
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Service Service		ſ		г
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D X	(5) E	l		1
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SERVICE CONTROL	5000		+	\vdash
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三型金	20	0.00	0.01	9
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	Security Security	L	I L	L
1200		[<u> </u>
Exhaust PM10	1428	Q	8	9
	38.2	0.00	90	18
D.	5	1	; -	0.00
A CONTROCTO	Š			⊢
20%	2	ŀ	i	I
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- T. T. W.	X			Щ
	DAD!			
N S	ESSE	8	g l	오
SO2		0.00	0.0	9.0
80,00	XXXXX			1
N. Santa	200		• • • •	H
		اما	ا ہے	-
8	**************************************	0.00	0.04	0.04
多种种	20.0	9	ا ۲	١°
Managaria Managaria	0.00°			
	200	. :	!	
8		8	8	8
Z * *	28.65	0.00	0.09	0.09
	ega é		.	L
2 14 14X				
ROG		0.00	ايا	0.01
O CO	200	8	0.0	la l
	222	- :	-	ľ
2.54 (1	STANCE STANCE		* * * *	-
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ralGas L	9			•
ituralGas Use	EB		8	
NaturaiGas L	KBJ		1.88	L
NaturaiGas L	KB)	0	1.86	
NaturaiGas L	KBT		lly 1.86	
NaturaiGas L	Se KBT		amily 1.86	
NaturalGas L	1 Use KBT		Family 1.86 Ising	ıtal .
NaturalGas L	and Use		gle Family 1.86 lousing	Total
NaturalGas.U	Land Use		Single Family 1.86 Housing	Total
NaturalGas L	r Land Use	ا ا	آر _ آج	Total

Mitigated

COZe		0.00	100.08	100.08
			800	00.0
Z		0.00		
CH/C	∵ ז⁄ਮ		0.00	0:00
Total CO2 CH4 N2O	N	0.00	99.48	99.48
NBIo- CO2	10 at 10	00.00	99.48	99.48
Bio. CO2	9.00	0.00	0.00	0.00
	350			Щ.
PM2 5 Total		00'0	0.01	0.01
Exhaust PM2:5	1985 Jan 1985	0.00	0.00	00:00
ugālve PM2.5				
A10°F Ital		00.00	01	10.01
st PM10			0.01	
Exhaust PM 10	is ý r j	0.00	0.00	00'0
Fugitive PM10	tot .			
802	150 X	00.0	0.00	0.00
00		0.00	0.04	0.04
Ô		00.00	0.09	0.09
ROG		0.00	0.01	0.01
NaturalGas Use	kBTU	0	Single Family 1.86414e+006 0.01 Housing	
	Land Use	Parking Lot	ingle Family Housing	Total
		- !	Ö	

5.3 Energy by Land Use - Electricity

Unmitigated

C028	000	96.94	96.94
N2O.	0:00	000	0.00
PHQ.	0.00	0.0	0.00
Totalicoz	0.00	96.33	96.33
2005			
6			
NOX ton	 		
ROG			
Electricity Use	0	331192	
Cand Use	rarking Lot	Single Family Fousing	Total ·

Mitigated

P.039	00:00	96.94	96.94
. N2O	l	0.00	0.00
CH4	0.00	00 00 00	0.00
Total C02	0.00	96.33	96.33
3005			
S	1		
QN (0)			·
ROG			
ectricity Use	0	331192	
Landiuse	Parking Lot	Single Family Housing	Total

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior Use Low VOC Paint - Non-Residential Interior Use Low VOC Paint - Non-Residential Exterior

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į	920 3	1223	l -		
	8	268	æ	96.	4
	8		0.96	96.0	NA
	7000	2.4	Î		
	5000 AG				
		12.53	_	ا ہ ا	
	Z .	W. 19	0.00	0.0	≨ .
ļ	NZO	200	0	• •	-
		800			ш
	CH4	2 10		:	
	垄断核		0.00	000	NA
	\mathbf{O}_{i}	33	ď	¦ō	I ≖ ∣
		(5 %)			L
		李學	F		
	otal CO2	3.00	0.94	3.94	اہا
		386	0.6	0.94	Ν
	₽	終業		;	
	N1081-562			<u> </u>	
1		製造	0.94	; _	
1	NBIO- CO2	100%	ð.	0.94	Ϋ́
Į	zΥ	38	۰	0	~
Į	2000年	\$2			ш
Į	လူလို		"	•]	
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I	m	TENTE	0.00		
J	New Control	SESSION.			
Į	PM2.5 Total		0.00		ارا
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1	70 S				
1	Extraust PM2.5		8	0.00	ΑN
	文音は	為於	Ö	o	
1			l :		
į	0.00 (V 10.00)				
į	11Ve	200		: 1	اہا
ı	ĐΣ	14 CE			Ϋ́
ı	Fugitiv PM2	36		: 1	
ı	A STREET	\$3.6			$\vdash\vdash$
ı	62		00'0	; _	
Į	골 B	22.2	ĕ :	0.00	ž
Ì	PM10 Total	753.5	0	O	-
ı	マスカス みずく	370			
ı	ust O	ZYOUZ!]	
ı	# E	32	8	0.0	ΑĀ
ı	Exfrai PM1	22	0.00	٠ <u>٦</u> ا	2
ł	War as	100000000000000000000000000000000000000			
ı		35 S			
۰	a conduct of the N S Total	ysuc			
l	a conduct of the N S Total	tons/y			
	a conduct of the N S Total	tons/y			
	a conduct of the N S Total	tons/y		• • • •	AN
	Fugitive PM10	tons/y			
	Fugitive PM10	tons/y			NA
	Fugitive PM10	tons/y			NA
	a conduct of the N S Total	lons/y	00:00	0.00	
	Fugitive PM10	yene)			NA
	Fugitive PM10	fones/	0.00		NA
	SO2 Fugitive PM10	tons/y	0.00	00:00	NA NA
	SO2 Fugitive PM10	vena puev	0.00	00:00	NA
	Fugitive PM10	veno:		00:00	NA NA
	SO2 Fugitive PM10	her in the second secon	0.00	00:00	NA NA
	SO2 Fugitive PM10	fones /	0.00	0.59 0.00	NA NA NA
	x CO SO2 Eugitive	tones/	0.00	0.59 0.00	NA NA NA
	x CO SO2 Eugitive		0.00	0.59 0.00	NA NA
	SO2 Fugitive PM10		0.01 0.59 0.00	0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive	Vano	0.01 0.59 0.00	0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive		0.01 0.59 0.00	0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive	Vsuo	0.01 0.59 0.00	0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive	Visuo	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive	tonsy	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive	boson in the second	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive	ny	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA NA
	x CO SO2 Eugitive	gory	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA NA
	x CO SO2 Eugitive	ategory	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA
	x CO SO2 Eugitive	Category	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA NA
	x CO SO2 Eugitive	Category	1.69 0.01 0.59 0.00	1.69 0.01 0.59 0.00	NA NA NA NA

6.2 Area by SubCategory

Unmitigated

r			_		-		
	CO26		000	000	000	0.96	0.96
	OZV OZV		0.00	0.00	0.00	0.00	0.00
Y	Q A	,	8.0	000	000	0.00	0.00
Common order Spring (Spring)	Total CO2 CH4	Tw.	0.00	0000	00:0	\$6.0	26.
	2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		0.00	0.00	00.0	0.94	0.94
	25 25 26 8		00:0	0.00	00:00	0.00	0.00
i i	7 E	.00 .00	0:00	0.00	0.00	00.00	0.00
	PM2.5		0.00	00.0	00.0	00.0	0.00
4	PM25						
U. Ma	Total	100	00:00	0.00	0.00	00:0	0.00
Fyttalid	PM10	ýr ·	0.00	00.00	00.0	00.00	0.00
Flighte Expans	PM10	tans/		* · ·			
20S					00.00	0.00	0:00
. 00,					0.00	0.59	0.59
NON					000	0.01	0.01
ROG			0.46	1.21	0.00	0.02	1.69
		SubCategory	Architectural Coating	Consumer Products		Landscaping	Total

Mitigated

-						
CO2e		0.00	0.00	0.00	0.96	96.0
NZO		0.00	0.00	00.00	0.0 0.00	0.00
SC 44	J.V.	0.00	0.00	0.00	00.00	0.00
Total CO2 CH4	MT	0.00	0.00	00.0	0.94 46.0	0.94
NBIG- CO2		00.00	0000	0.00	0.94	0.94
Slo-CO2		0.00	00.0	0.00	0.00	00:00
st HM25 E		0.00	00 00	0.00	0.00	0.00
Exhaust PM2.5		00:00	80	0.00	0.00	0.00
Fugitive PM2.5						
PM10 Total		0.00	0.00	00.0	0.00	0.00
Exhaust PM10	styrs	00.0	0.00	0.00	0.00	00'0
Fugitive FM10	tons/yi					
802				0.00	0.00	0.00
09			:	0.00	0.59	0.59
NO _N				0.00	0.01	0.01
ROG		0.46	1.21	00.00	0.02	1.69
	SubCategory	Architectural Coating	Consumer Products	Hearth	Landscaping	Total

7.0 Water Detail

7.1 Mitigation Measures Water

		,	
G02e	18.73	18.73	NA
N20		0.00	NA
Σ.			
CH4	0.02	0.02	NA
rotal CO2	17.49	17.49	NA
S02			AN
CO			NA
NOx tons			NA
ROG			NA
Category	Mitigated	Unmitigated	Total

7.2 Water by Land Use

Unmitigated

C026	0.00	18.73	18.73
NEO	00.0	0.00	0.00
GH4 MT	00.0	0.02	0.02
Total CO2	00.00	17.49	17.49
\$05			
CO			
NO _x			
ROG			
Indoor/Outdoor Use Mgat	0/0	2.99709 / 1.88947	
Land Use	Parking Lot	Single Family Housing	Total
		S	

7.2 Water by Land Use

Mitigated

-			
CO2e	0.00	18.73	18.73
NZO Nr	0.00	0.00	0.00
CH4	0.00	0.02	0.02
Total GO2	0.00	17.49	17.49
20S			
00			
NOx.			
ROG			
Indoor/Cutdoor USe MgBI	0/0	2.99709./ 1.88947	
Land Use	Parking Lot	Single Family Housing	Total

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

NA	ΝA	AM	NA	NA	NA	NA	NA
20.52	00.0	25.	9.15				
20.52	l	0.54	9.15				
	Ŋ	M			Ŵs	not.	
CO26	QZN	<u>4</u>	Total CO2	502	8	NO _X	g

8.2 Waste by Land Use

Unmitigated

COze	00:0	20.52	20.52
N2O	00.0	0.00	0.00
Orla MT	0.00	0.54	0.54
SCI2 Total COR	0.00	9.15	9.15
SD2			
CO ns/yr			
NON	· • • •	• • • •	
ROG			
. Waste. Disposed: -fors	0	45.1	
iand Use	Parking Lot	Single Family Housing	Total

Mitigated

C02e		00'0	20.52	20.52
NZO	Mr.	00'0	8 8	0.00
CH4	M	0.00	0.54	0.54
Total CO2		0.00	9.15	9.15
SOS				
02	sht			
NOK	ton			
Bog				
Waste: Disposed	lons	0	45.1	
	Land Use	Parking Lot	Single Family Housing	Total

9.0 Vegetation

Date: 2/6/2013

Sol TTM

CalEEMod Version: CalEEMod.2011.1.1

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Metric	Dwelling Unit	Parking Lot Space	}
Size	46	114661111411111111111111111111111111111	
Tand Uses	Single Family Housing	Parking Lot	

1.2 Other Project Characteristics

Southern California Edison	
Utility Company	
3.4	(Days) 20
Wind Speed (m/s)	Precipitation Freq (Days) 20
on Urban	15
Urbanization	Climate Zone 15

1.3 User Entered Comments

Project Characteristics -

Land Use - The project will result in the development of 46 single family, two-story units.

Construction Phase - Demolition will require the removal of 5 duplex units on the northeast corner of the subject property.

Grading -

Demolition - Assumes 8500 total building SF for 5 exisiting housing units on site.

On-road Fugitive Dust - The project site is located in an urban area, all roads will be paved.

Road Dust - All roads will be paved.

Woodstoves - No woodstoves/fireplaces

Landscape Equipment - desert climate

Water And Wastewater - no septic tanks

Construction Off-road Equipment Mitigation - Water exposed area to reduce PM

Area Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	T		_	7
COZe	16.032.81		ΑN	
N2O	00.0		¥	
OH4	1.62		¥	
otal CO2	00.00		¥	1
NB6-	15,998.87 0.00	1	≨	1
o-C02	0.00	t	¥	
M25 B	16.80	+	<u> </u>	1
daust 7 W2.5	98.9		۳ و	
gitive E	9.94	+	<u> </u>	
A10 Stall P1	39.74 ; 9			
tust Pri		╀	_	
day .	6.87	Ž		
Fugitive PM10	36.11	ΔN		
30 5	C: 12	NA		
00	٠,٠٥	Ā		
NON	142.20	¥		
HOGG	1	¥	1	
Year	•	Total		

Mitigated Construction

COS	16,032.81		NA	
NZO NZO	000		ΝN	
CH4	ା "		NA	
Total CO2			¥	
NBio- CO2	15,998.87		₹	
Bio-C	0.0		¥	
Fried Total	1.63		¥	
Exhaust PM25	1.07		¥.	
Fagilive PM2.5			¥	Ì
PM10 Total	31.62	Ī	¥	
Exhaust PM10	1.16		¥ Ž	
Fugitiva PM10 lb/da	30.45		¥.	
\$05 1	0.15	7/4	Į.	
00	12.72	VIA	<u> </u>	
NOX	29.69	VIV	5	
Rog	53.86	NΑ		
Year	2014	Total		

2.2 Overall Operational

Unmitigated Operational

COZe	7.07	604.51	5,305.58	5,917.16
N2O CO2e	00.00	0.01		0.01
CH4	0.01	0.01	0.25	0.27
Total CO2				
2 NBo Total CO2 CH4	6.92	600.85	5,300.35	5,908.12
PMZ5 Bio-CO2 Total	0.00			00:0
PMZ-5 Total	0.02	0.04	0.62	0.68
Exhaust PM2.5	00.00	00.0	0.54	0.54
PM10 Fugitve Extraust Total PM2.5 PM2.5		• • • • •	0.07	20:0
PM10 Total	0.02	0.04	4.97	5.03
Fugitive Exhaust PM10 PM10 Ibday	00.00	8.0	0.58	0.58
			4.39	4.39
20s	0.00	0.00	0.05	0.05
OO	3.94	0.20	33.67	37.81
Ŏ.	0.05	0.47		18.66
ROG	9.29	90.0	4.14	13.49
Category	Area	Energy	Mobile	Total

Mitigated Operational

		_		· · · · · · · · · · · · · · · · · · ·	
8		2	<u> </u>	5,305.58	5,917.16
Total CO2 CH4 N2O CO2e		7.07	604.51	30	16,
\$16666.66 616666.65	* * *		<u>.</u>	÷	_
Q		8	5	i	<u> </u>
2		00.0	0.0	1	0.01
213596862 213596862			<u>.</u>	 -	
200	39.00	5	0.0	0.25	0,27
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용정		6.92	600.85	2	28.1
ZO	: 8	9	8	5,300.35	5,908.12
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Bio-CO2 NBio-CO2		0.00	i i		°
	8 8				
Š S	33.34	20.02	9	0.62	0.68
st PM25 5 Total	333	0.02	, 0	٥	
4 PM10 Fognive Expaust Total PM25	S X		* 1	• • • •	
		8	000	0.54	0.54
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022					
ž e		0.02	90	4 97	5.03
ts o				_	_
ğΈ	1804	0.00	000	0.58	0.58
與大學	lb/day				
Fugitive Exhaust PM10 PM10	ā				آ ۾ ا
55	1996 300			4 39	4.39
200				,,	ایا
SO2		0.00	0.00	0.05	0.05
2000 A					
	37.8	4	0	27	ا <u>بر</u> ا
CO ,	1955 (F	3.94	0.20	33.67	37.81
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200 (A)					
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2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Đ.	Area	Energy	Mobile	Total
100000	0		- :		
235.00	135000				

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Water Exposed Area

3.2 Demolition - 2014

Unmitigated Construction On-Site

Pode Category A control of Factors Figure Levia List Find thin of Factors Find thin of Factor		-		
Flog Nor 60 SO2 Fluid bit Phint of the control o	CO2e	0.00	7,526.57	7,526.57
ROG INOR COO SOZ Flydflight Flydio			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
ROGE INOR COO SOC Fugitive Exhaust FM2.5 PM2.5 Bio-CO2 NBio-CO2 Total CO2 8.39 66.18 41.03 0.07 0.43 0.00 0.43 0.00 0.0	100000000000000000000000000000000000000		37.5	7.75
ROG NOOF SOC Fugitive Exhaust PM.25 PM.25 <th< td=""><td>N N</td><td>l</td><td><u>; </u></td><td></td></th<>	N N	l	<u>; </u>	
ROG NOOF COO SOZ Fugitive PM.10 Exhausts PM.10 PM.10 Funds Total Funds PM.25		ļ	: - -	=
ROG INOX CO SGZ Fugitive Exhaust PM10 70,01 FM25 FM25 PM25 R39 66.18 41.03 0.07 0.43 0.00 0.43 0.00 0.00 8.39 66.18 41.03 0.07 0.43 3.21 3.21 3.21	S S S	ļ	7,510.	7,510.
ROG INOX CO SGZ Fugitive Exhaust PM10 70,01 FM25 FM25 PM25 R39 66.18 41.03 0.07 0.43 0.00 0.43 0.00 0.00 8.39 66.18 41.03 0.07 0.43 3.21 3.21 3.21	OD:-OB	.		
ROG NOOF COD SOG Fugitive Exhaust Phirio Fugitive ROG PM105 PM106 Total FM25 ROG ROG ROG ROG ROG	PM25 Total	0.00	3.21	3.21
ROG NOOF COD SOG Fugitive Exhaust Phirio Fugitive ROG PM105 PM106 Total FM25 ROG ROG ROG ROG ROG	Exhaust PM2.5	00.0	3.21	3.21
ROG INOR CO SOZ Fuglitive Exhain Phirition 10 day 8.39 66.18 41.03 0.07 3.21 3.21 3.21 8.39 66.18 41.03 0.07 3.21 3.21 3.54	Fuglitve PM2.5	0:00		0.00
BOG NOr CO SO2 Fugure Exhaust PM100 PM100 PM100 PM100 PM100 8.39 66.18 41.03 0.07 3.21 8.39 66.18 41.03 0.07 3.21	PM10 Total	0.43	3.21	3.64
BOG NOY CO Fugitive PM/10 PM/10 PM/10 B.39 66.18 41.03 0.07 B.39 66.18 41.03 0.07	Exhaust PM10 /	00.0	3.21	3.21
B.39 66.18 41.03	Fugilive PM10 Ib/da	0.43		0.43
B.39 66.18 41.03	802		0.07	20.0
93 9 83 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			41.03	41.03
	Ŏ		66.18	66.18
Category Fugitive Dust Off-Road Total	ROG		8.39	8.39
#IS Manuscropping Brid COSCCI	Category	Fugitive Dust	Off-Road	Total

_					
CO2e		162.50	0.00	149.29	311.79
NZO					
₹] }	0.00	0.00	0.01	10.0
Fotal CO2	p/q	· ·		+	
NBIO- CO2		162.42	0.00	149.07	311.49
Bio-CO2 NBio- Total CO2 CH4				** * * · · · · · · · · · · · · · · · ·	
Exhaust PM25 PM25 Total	2000年2000年2000年200日	0.03	0.00	0.01	0.04
Exhaust PM2.5		නං	00.0	0.01	0.04
Fügitive PM25		00.0	0.00	0000	0.00
PM10 Total	100	0.95	0.00	0.20	1.15
Exhaust PM to	ay	0.04	0.00	0.01	90:0
Fügilive PM10	P/ql	0.91	0.00	0.20	1.11
SDS		0.00	0.00	0.00	00.0
8		0.36	0.00	1.32	1.68
Ň		0.92	000	0.13	1.05
ROG		0.07	00.0	0.13	0.20
	 Category 	Hauling		Worker	Total

3.2 Demolition - 2014

Mitigated Construction On-Site

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NBIO- Total CO2 CO2		;	
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PM2.5 Total	686		
20 18		0.00	0
\$ 5 ⋅	0.00	:0	0.00
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B 2	8	¦ ဥ	0.00
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e Exhaust PM2.5	0.00	0.00	
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ugitive PM2.5	8	:	0.00
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Exhaust PM10	∭ 8	0.00	0.00
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重要	200	:	0.07
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Fagirio PM10			
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3.3 Site Preparation - 2014

Unmitigated Construction On-Site

CO28	8,015.31	8,015.31
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CH4	9.0	0.84
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0 <u>L</u>	.69	69.
28	7,997.69	7,997.69
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RM2.5 Total	3.61	13.54
PM2.5	3.61	3.61
0.2	, 	
Fugitiv PM2:		9,93
Exnaust PM10 FM10 Total 37 0.00 18.07	3.61	21.68
M10 PM10	3.61	3.61
Q+		_
Fugitive PM/10 PM/10 18.07		18.07
30S	0.07	0.07
8	43.05	43.05
Š	74.88	74.88
8	9.37	9.37
Category Fugitive Dust	Oll-Moad	Total

CO2e		0.00	0.00	179.15	179.15
OSN					
Fotal CCO2	lb/day	00.00	000	0.01	0.81
Folal CO2)/q <i>></i> ``				
9 Bio-CO2 NBio- CO2		00:00	0.00	178.88	178.88
- CO2					
Fugitive Exhaust PM25 PM25, PM25 Total		0.00	0.00	0.01	0.01
Exhaust PM2.5		00.0	8 0	0.01	0.01
Fugitive PM2,5		00:00	9.09 0.09	0.00	0.00
PM10 Total		000	000	0.24	0.24
Exhaust PM10	Jay	0.00	0.00	0.01	0.01
Fugitive PM10	a I	0000	0.0	0.23	0.23
, SO2		0.00	0.0	0.00	0.00
00		800	0.00	1.58	1.58
ΧŎN	100 Per 100 Pe	0.00	000	0.16	0.16
E004		00.00	0.00	0.16	0.16
	Calegory	Hauling	Vendor	Worker	Total

3.3 Site Preparation - 2014

Mitigated Construction On-Site

admicrosco 1100			_
CO2e	0.00	8,015,31	8,015.31
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S S	6	0.84	0.84
al CO2			
0	ļ	; ;	20
NBio- CO2		7,997.69	7,997.69
30°.C02		0.00	0.00
PM2.5 Total	1.49	0.00	1.49
Exhaust PM2-5	0.00	00:0	0.00
\$0 QC			-
Fugiti	1.49		1.49
PM10 Total	2.71	0.00	2.71
Exhaust PM10 PM10	0.00	0.00	00'0
Eugibve PM10.	2.71		2.71
205		0.07	0.07
OS.		0.00	0.00
Š		0.00	0.00
R0G		0.00	0.00
Category	Fugitive Dust	Off-Road	Total

CO2e		0.00	000	179.15	179.15
NZO					
СНИ	ay	0.00	0.00	0.01	0.01
Total CO2	lb/day				
O2 NBio- CO2		0.00	00.00	178.88	178.88
Bio-C					
PM2.5 Total		00:0	0.00	0.01	0.03
Fugitive Exhaust PM2.5 PM2.5		0.00	0.00	0.01	0.01
Fugitive PM2.5		00.00	0.00	0.00	0.00
PM10 Total		0.00	0.00	0.24	0.24
Exhaust PM10 PM10 Total	ay	0.00	0.00	0.01	0.01
Fugitive PM10	p _f	00.00	000	0.23	0.23
S02		00:00	0.00	0.00	0.00
CO		0.00	0.00	1.58	1.58
NOx		00:0	00.00	0.16	0.16
ЯОВ		0.00	0.00	0.16	0.16
	Category	Hauling	Vendor	Worker	Total

3.4 Grading - 2014

Unmitigated Construction On-Site

CO28		88	5 251 29	5,251.29	
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CHA	a)		0.53	0.53	
ital CO2	p/qi				
NBio-To			5,240.06	5,240.06	
ŽČ		٠	5.24	5,24	
- Bio					
PM2.5 Total		3.33	2.47	5.80	
Exhaust PM2.5		00.0	2.47	2.47	
Tugitive PM2.5		3.33		3.33	
PM10 Total		6.65	2.47	9.12	
Waust PM:10		00.00	2.47	2.47	
egetive E PM10	loday	6.65	• ·	6.65	
202	ŀ		0.05	0.05	
8			30.18	30.18.	
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Ö.			45.66	45.66	
ROG			5.98	5.98	
Category		rugiliwe Dust	Off-Road	Total	
	920) 100				

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CO2e		5,208.19	00:0	149.29	5,357.48
N2O					
4	, as	0.11	00.00	10.0	0.12
Total CO2	p/ql		:		
NBIO- CO2		5,205.85	00:00	149.07	5,354.92
Bio. CO2			+	† ···	
PM25 Total	18. 18.	1.12	0.00	0.01	1.13
Exhaust PM2.5	100	1.06	0000	0.01	1.07
Fugitive FM2.5		90.0	0.00	0,00	0.06
PM10 Total		30.42	0000	0.20	30.62
Exhaust PM10	W. Company	1.16	0.00	0.01	1.17
Fugitive PM10	p/q!	29.26	0.00	0.20	29.46
. S02		0.05	0.00	00.0	0.05
.00		11.40	0.00	1.32	12.72
XON		29.55	0:00	0.13	29.68
ROG		2.34		0.13	2.47
30 m. 30 m. 30 m.	Category	Hauling	Vendor	Worker	Total

3.4 Grading - 2014

Mitigated Construction On-Site

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CO2e	0.0	5,251,29	5,251.29
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S S S		5,240.06	5,240.06
800	l	0.00	0.00
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PM25 Total	0.50	00.00	0.50
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Exhaust PM2.5	00.00	00:0	0.00
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Fugiti	0.50	:	0.50
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xhaust 7M10	0.00	0.00	0.00
e E			
Pugitty	1.00		1.00
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CO2e		5,208.19	0.0	149.29	5,357.48
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Bio-CO2			:	;	1
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FM2.5 Total		Ø	ļ,	1 5	e .
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Exhaust PM2.5		φ	ļ o	<u>:</u> =	<u></u>
PASS	2000	1.06	0.00	0.0	1.07
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Fügitive PM2,5		ထွ	ļο	:o	φ
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PM10 Total	200	30.42			·"
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Exhaust PM10	100	1.16	; o	:=	7
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Fugräve PM10		29.26	0.00	0.20	29.46
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SERVICE:					
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3.5 Building Construction - 2014

Unmitigated Construction On-Site

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CO2e	4,049.51	4,049.51	
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Ŧ.	0.42	0.42	
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Total		Ŀ	
NBio-	4,040.61	4,040.61	
Sio- CO2			
PM25 E	2.02	2.02	
\$200 mm 152.55	2.02	2.02	1
igitive M2.5			1
710 H	2,02	2.02	l
Autoria de la compansión de la compansió			
Ewhar PM1	20.2	2.02	ľ
Fugitive PM10			
502		0.04	
23.20		23.20	
NOw 32.06		32.06	
R066		4.74	
Category	To to a	Otal	

CO2e		0.00	330.34	358.29	688.63	
OSN NSO						
2. 4.	b/day	0.00	0.03	9.03	0.04	
Total CO2	yqi 💮					
NBio- Tot CO2		0.00	330.19	357.76	687.95	
Bio-CO2		ļ		<u>.</u>	L	
PM25 Total		0.00	90.0	0.02	0.08	
Exhaust PM2.5		00'0	0.05	0.01	90.0	
Fugilive PM2.5		00.0	0.00	0.01	0.01	
PW10*		0.00	0.17	0.48	0.65	
Exhaust FM10	ay	0.00	90.0	0.01	0.07	
Fugitive	lb/c	8	0.11	0.47	0.58	
. 20S		000	0.00	0.00	00'0	
0		8	0.97	3.17	4.14	
XON		00.0	1.88	0.32	2.20	
: Roge		0.00	0.17	0.32	0.49	
	A DOMES	Hauling	Vendor	Worker	Total	

3.5 Building Construction - 2014

Mitigated Construction On-Site

HDGs NOOK CO SO2 Fugitive PM 10 PM 10 Fugitive PM 20 Exhaust PM 25 PM 10 Fugitive PM 10
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NOK CO SO2 Fluiditive EMisor Foreign Forei
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NOX CO SC2 Highwa E PM10 1000 0.04 1000 100
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0.00 0.00
0.00 0.00
0.00 0.00
0.00 0.00
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Sategory Off-Road Total
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COZe		0.00	330.34	358.29	688.63
OZN		•••			
Bio CO2 NBig- Total CO2 CH4	Jay	0.00	0.01	0.03	0.04
Total CO2	lb/day				
NBIO- CO2		0.00	330.19	357.76	687.95
Bio. CO2					
Exhaust PM2.5 PM2.5 Total		00.00	900	0.02	0.08
		0.00	0.05	0.01	90.0
Fugitive PM2.5		0000	0000	0.01	0.01
PM10 Fugiti Total PM2		0.00	0.17	0.48	0.65
Fügltive Exhaust PM10 PM10	/day	00.00	90.0	0.01	0.07
Fughtive PM10	dis Section	0.00	0.11	0.47	0.58
20S		00:00	00.0	00.00	00'0
8		00:0	0.97	3.17	4.14
Ŏ N		0.00	1.88	0.32	2.20
ROG		0.00	0.17	0.32	0.49
	Category	Hauling	Vendor	Worker	Total

3.6 Paving - 2014

Unmitigated Construction On-Site

POGG NOA CO. SOZ Fuginise PM.05 Fundament Fundament <th< th=""><th></th><th>_</th><th></th><th></th><th></th></th<>		_			
HOG4 NOx CO SC2 Explaints PM10 Frequity Extrausts PM25 HOZ5 HOZ0 NBio-CO2 CO4 NZO 5.20 32.09 20.70 0.03 2.74 2.917.65 0.47 0.47	CO2e	2 927 48	2	3	2,927.48
POG NOX SOZ Fugitive PM 10 Fragitive Founds Founds	NZO	-			
POG NOX SOZ Fugitive PM 10 Fragitive Founds Founds	40	0.47			0.47
POG NOX SOZ Fugitive PM 10 Fragitive Founds Founds	ital CO2				
POGS NOK CO. SOZ Fugliwe PM to PM t		917.65	-	-	917.65
HOGA NVOX CO3: SO22 Fluiditive PM 2.0 Exhaustral PM 2.6 PM 10 Frugitive FM 2.5 Frugitive PM 2.6 Frugitive PM 2.6 5.20 32.09 20.70 0.03 2.74 2.74 2.74 6.05 32.09 20.70 0.03 0.00 0.00 0.00 5.25 32.09 20.70 0.03 2.74 2.74 2.74	200 °	2	-	+	2,
HOGA NVOX CO3: SO22 Fluiditive PM 2.0 Exhaustral PM 2.6 PM 10 Frugitive FM 2.5 Frugitive PM 2.6 Frugitive PM 2.6 5.20 32.09 20.70 0.03 2.74 2.74 2.74 6.05 32.09 20.70 0.03 0.00 0.00 0.00 5.25 32.09 20.70 0.03 2.74 2.74 2.74	PM25 Total	2.74	000	+	2.74
HOGA N/Ox CO3: SCQ2 Fluightie Extrairst PM10 FM10 FM10 FM10 FM2 B 5.20 32.09 20.70 0.03 2.74 2.74 0.05 2.25 32.09 20.70 0.03 2.74 2.74 5.25 32.09 20.70 0.03 2.74 2.74 2.74		2.74	—	╌╂	
HOG NOx CO. SOZ Fugility Extraugative Extraugative Extraugative 5.20 32.09 20.70 0.03 2.74 0.05 20.70 0.03 2.74 5.25 32.09 20.70 0.03 2.74	ugitive E			\dagger	
HOG NOx CO. SOZ Fugility Extraugative Extraugative Extraugative 5.20 32.09 20.70 0.03 2.74 0.05 20.70 0.03 2.74 5.25 32.09 20.70 0.03 2.74	Mrio F otal F	2.74	00.0		4
HOGS NOX CO. SO2 Fugifive PM10 PM10 PM10 PM10 PM10 PM10 PM10 PM10	haust F M10		00	ł	-
HOG NOX CO: SO2 5.20 32.09 20.70 0.03 0.05 2.20 20.70 0.03	10 10 10 10			ľ	
HOdd MOX CO. 5.20 32.09 20.70 0.05 22.09 20.70	0.00000		!	5	
FOG NOX 5.20 9.005 0.05 92.09	800 F			L	_
FOG. 5.20	Š	20.70		20.70	
	Ŏ N	32.09		32.09	
	HOGS	5.20	0.05	5.25	
Category Off-Road Paving Total	Category	OII-Hoad	Paving	Total	

Unmitigated Construction Off-Site

	, ·					
CO2e	- 1 - 2 - 3 - 4	0.0	0.00	149.29	149.29	
N2O						
4	b/day.	0.00	00.00	0.01	0.01	
Total CO2	lb/di		# : ! !		T	
NBI@- CO2	*****	0.00	0.00	149.07	149.07	
Bio- CO2 NBio- Total CO22 CH4			+ 	+		
PM25 Total		0.00	0.00	0.01	10.0	
Exhaust PM2.5		0.00	0.00	0.01	P.0.0	
Fugibve PM2.5		0.00	0.00	00.0	8.9	
2-PM10 Total			00.0	0.20	0.20	
Exhaust PM10	A		0.00	0.01	10.0	
Fugitive PM10		0.00	0.00	0.20	0.20	
805		00.0	0.00	0.00	0.00	
O	STATE OF STA	00.0	80.0	1.32	1.32	
NO.		on or	000	0.13	0.13	
ROG		3	0.00	0.13	0.13	
Category	Support I	Gilling .	Vendor	Worker	Total	

3.6 Paving - 2014

Mitigated Construction On-Site

COZe	2,927.48	0.00	2,927.48	
N2O			Ť	
2 CH4	0.47		0.47	
Total COZ CH4				
NBio- CO2	0.00 2,917.65		2,917.65	
Bio- C.O.2			0.00	1
PM25 Total	8:0	0.00	0.00	
Exhaust PM2.5	88	0.00	0.00	
Fugitive PM2.5		; -		
PM10 Total	0.00	0.00	0.00	
Exhaust PM10 day	00:00	0.00	0.00	
Fugitive Exhaust PM10 PM10	ļ	·		
205	0.03	: :	0.03	
00	0.00		0.00	
NOX	0.00		0.00	
ROG	0.00	0.05	0.05	
Category	Off-Road	Paving	Total	

CO2e		0.00	0.00	149.29	149.29
OZN					
OH4	ay	0.00	0.00	0.01	0.01
NBIG. Total CO2 CO2	b/da				
NBIO- CO2		0.00	800	149.07	149.07
Bio- CO2					
PM25 Total	* X (5) (6)	0.00	0.00	0.0	0.01
Exhaust PM2.5		0:00	00.00	0.01	0.01
Fugitive PM2.5	20.00	0.00	0.00	000	0.00
PW10 Total		0.00	0.00	0.20	0.20
Exhaust PM10	b/day	00'0	000	10.0	0.01
Fugitive PM10	1b/c	0.00	0.00	0.20	0.20
SOS		0.00	000	0.00	0.00
00		0.00	0.00	1.32	1.32
Ň		0.00		0.13	0.13
Rog		0.00	0.00	0.13	0.13
	Category	Hauling		Worker	Total

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

CD SOZ Finglithe PM100 Funding Funding <th< th=""></th<>
SO2 Frigitive Exhaust PM10 Frigitive Exhaust PM25 PM25 Total CO2 CO2 Total CO2
SO2 Frigitive Exhaust PM10 Frigitive Exhaust PM25 PM25 Total CO2 CO2 Total CO2
SO2 Figitive Exhaust PM10 Figitive Exhaust PM25 Total Bio:CO2
SO2 Figitive Exhaust PM10 Figitive Exhaust PM25 Total Bio:CO2
SO22 Frigitive Exhause Philio Figitive Exhaust Philio Frigitive Frigitive
SO2 Fugitive Exhaust PM10 Fugitive Exhaust PM10 Fugitive Exhaust PM25 P
SO2 Fugitive Exhaust PM10 Fugitive Exhaust PM10 Fugitive Exhaust PM25 P
SO2 Fusitive Exhaust FM10 FM10 FM10 0.00 0.24 0.00 0.24 0.24 0.24 0.24
SO2 Fusitive Exhaust FM10 FM10 FM10 0.00 0.24 0.00 0.24 0.24 0.24 0.24
SO2 Fusitive Exhaust FM10 FM10 FM10 0.00 0.24 0.00 0.24 0.24 0.24 0.24
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NOX 2.77 2.77
Carregory Archit. Coating Off-Hoad

		_				
CO2e		00.0	000	69 67		69.67
NZO					•	
OH4	ay.	80	0.00	800		00'0
Total CO2 CH4	lb/day				• 1	
NBIO- CO2		0.00	000	69.56	• •	69.56
Bio-CO2		<u> </u>	+			
PM25 Total	\$5.00 E	0.00	000	00:0		0.00
Exhaust PM2.5		0.00	0.00	0.00		0.00
Fugitive PM2.5		0.00	0.00	00.0		0.00
PM10 Total		00.0	0.00	0.09		0.09
Exhaust PM10	ay	0.00	0.00	0.00		0.00
Fogitive PM10	pq.	00.0	000	60.0	Ī	60.0
SO2		0.00	0.00 0.00	00.0		0.00
00		0.00	0.00	0.62	Ī	0.62
KON -		0.00	00'0	90.0		0.06
ROG		0.00	0.00	90.0	58.6	0.06
	Category	Hauling	Vendor	Worker	Total	

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

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COZe		o.0	282.03	282.03
OS)				T
		ļ	‡	-
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Total CO2	9			
NBio- CO2			281.19	281.19
200-	9		00.00	0:00
25 Iai		8	: 	_
t PM2.5 Total		0.00		0.00
Exhaust PM2.6		00.00	00.0	0.00
Fugitive PM2.5				
PM10 Total		00.0	0.00	0.00
xharist PM10		00.0	0.00	0.00
Fugitive Exhaust PM10 PM10	i ibiday		-	
(O2 F			0.00	0.00
8		. 	 -	\vdash
00			0.00	0.00
XON			0.00	0.00
ROG		53.13	0.00	53.13
	gook	Archit. Coating	Off-Road	Total
	Catego	Archit.	ğ	To

Mitigated Construction Off-Site

CO2e	0.09	00:00	29.69	69.67
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2 CH4	0.0	0.00	0.00	0.00
Total CO		<u>.</u>	; ; ; ;	
NiBio- CO2	0.00	0.00	69.56	69.56
Bro-CO2			, (((((((((((((((((((
PM25 Total	0.00	0.00	0.00	00.00
Exhaust PM2.5	0.00	0.00	0.00	0.00
Foglive PM2.5	0.00	0.00	00.0	0.00
PM (0 Total	0.00	0.00	0.09	60.0
Exhaust PM10	0.00	0.00	0:00	0:00
Fugitive PM10	00:00	0.00	0.09	0.09
802	00.00	0.00	0.00	0.00
6 0	00.00	0.00	0.62	0.62
NOX	00:0	0.00	0.06	0:00
ROG	0.00	0.00	0.06	0.06
Category	Hauling	Vendor 0.00	Worker	Total

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

CO26		5 305 58	000000	8	₹
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22 CH4	o/day	. 0.25	- - -		¥
Total CO2		2			AN
BS SS		5,300.35	5,300,35		¥
9io-CO2 n					NA
PM25 Total	31	0.62	0.62		NA
Exhaust PM2.5		0.55 22.0	0.54		NA
Fuglitve PM2.5		70.0	20.0		ΑN
-PM10 Total		4.97	4.97		A V
Exhaust PM10	lay	0.58	0.58		ď.
Fugitive PM10)ql	4.39	4.39		MA
SOZ		0.05	0.05		ž
8		33.67	33.67	Ş	5
Š			18.14	F	£
POP		41.4	4. 4.	Ą	
	Category	Miligated	Unmitigated	Total	

4.2 Trip Summary Information

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Mitigated Annual VMT	1,244,865	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1,244,865
Unmitigated Annual VMT	1,244,865		1,244,865
ste	403.42	00.0	403.42
rage Dally Trip Rt Saturday	463.68	00.00	463.68
Ave	440.22	0.00	440.22
LandUse	Single Family Housing	Parking Lot	Total

4.3 Trip Type Information

200		
H-O or C-NW	40.60	00.00
Tnp.% H-S or C-C	19.20	0.00
H-W or C-W	40.20	00.0
H-O or C-NW	7.50	7.30
Miles H-S or C-C	7.30	7.30
H-Wor G-W	10.80	9.50
Land Use	Single Family Housing	Parking Lot

5.0 Energy Detail

5.1 Mitigation Measures Energy

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Exhaust PM2.5		0.00	0.00	ž
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PM10 Total		0.04	0.04	Ä
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Exhaust PM10	2	0.00	0.00	NA
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Fugitive PM10				NA
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5.2 Energy by Land Use - NaturalGas

Unmitigated

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PM10 Total	聲 零	0.00	9.0	0.04
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	aud	Parking Lot	Single Family Housing	ř
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5.2 Energy by Land Use - NaturalGas

Mitigated

COZe		98	504	5	604.51	
OSN SO		800		• •	0.01	
CH4	a a	000	5		0.01	1
Fotal CO2	P/q					
NBio- CO2		0.00	600.85		600.85	
Bio-CO			-			
PM2.5 Total		0.08	0.0		9. \$	I
Exhaust PM2.5		0.00	0.00		0.00	
Fugitive PM2.5						
PM10 Total		0:00	40.0		0.04	
Exhaust PW10	ay	00:00	000		0.00	
Fugitive PM10	p/qt					!
SOS		0.00	800	80	00.0	
8		0.00	0.20	26.0	O.E.O	
X ON		0.00		0.47		
Rog		0.00	90.0	90.0		
alGas Use		0	5.10724			
Natur					-	
l and lise		Farking Lot	Single Family Housing	Total		

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior
Use Low VOC Paint - Residential Exterior
Use Low VOC Paint - Non-Residential Interior
Use Low VOC Paint - Non-Residential Exterior

			
CO2e	7.07	7.07	NA
OZN	000	00'0	NA
∴ CH4	0.01	0.01	NA
Total CO2			NA
NBIO- CO2	6.92	6.92	NA
Blo- CO2	9.09 90.09	000	NA
PM2.57 Total	0.02	0.02	NA
Exhaust PM2.5	0.00	000	NA
Fugitive PM2.5			NA
PM10 Total	0.02	0.02	NA
Exhaust PM10: day	0.00	0.00	NA
Fugitive PM10			NA
S02	0.00	0.00	NA
CO	3.94	3.94	NA
NO N	0.05	0.05	NA
HOG.	9.29	9.29	AN
Category	Mitigated	Unmitigated	Total

6.2 Area by SubCategory

Unmitigated

None and					,,	,
CO2e		0.00	0.00	0.00	7.07	7.07
NZO				0.00		0.00
OH4	ау		1	0.00	0.01	0.01
Total CO2	lb/day					
NBlo- CO2			1 1 1 1 1 1	0.00	6.92	6.92
Blo-CO2				0.00	*	0.00
PM2.5 Total		0.00	0.00	0.00	0.02	0.02
Exhaust PM2.5		00.0	0.00	0.00	000	0.00
Fugitive PM2.5	e porezenta		 			
Fugitive Exchanast PM10 Fugitive Exchanast PM25 Bio-CO2 NBio- Total CO2 PM10 FM10 FM10 FM25 FM2.5 Total CO2		0.00	0.00	0.00	0.02	0.02
Exhaust PM10	ij	00:00	0.00	0.00	0.00	0.00
Fugitive. PM10	lb/day	•••				
SOS				0.00	0.00	0.00
00		• • •		0.00	3.94	3.94
ΧÓΝ	2 10 10 10 10 10 10 10 10 10 10 10 10 10			0,00	0.05	90.0
ROG		2.55	6.62	0.00	0.13	9.30
	SubCategory	Architectural Coating	Consumer Products			Total

6.2 Area by SubCategory

Mitigated

				-		
CO2e		0.00	0.00	0.00	70.7	7.07
NZO				0.00		00.0
⊗ CH4	g)			00.00	0.0	0.01
Total CO2 CH4 N2O CO2e	lb/day					
NBio- CO2				0.00	6.92	6.92
Flyginve Exhaust PM25 Bio-CO2 PM25 Total				00.00		0.00
PM2.5 Total		000	00.0	0.00	0.02	0.02
Exhaust PM2.5		00'0	0.00	0.00	0.00	0.00
Fugitive PM2.5						
PM10 Total		0.00	00.00	00.0	0.02	0.02
Exhanst PM 10	ay	0.0	0.00	0.00	0.00	0.00
Fugitive PMT0	lb/day					
205				0.00	0.00	0.00
00				0.00	3.94	3.94
XON				0.00	90.0	0.05
ROG		2.55	6.62	0.00	0.13	9.30
	A CONTRACTOR OF THE PARTY OF TH	Architectural Coating	Consumer Products	Hearth	Landscaping	Total

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Date: 2/6/2013

SolTTM

CalEEMod Version: CafeEMod.2011.1.1

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Meiric	Dwelling Unit	Space
Sjze	46	Parking Lot Space
Land Uses	Single Family Housing	Parking Lot

1.2 Other Project Characteristics

Southern California Edison	
Utility Company	
3.4	ys) 20
Wind Speed (m/s)	Precipitation Freq (Day
Urban	15
Urbanization	Climate Zone

1.3 User Entered Comments

Project Characteristics -

Land Use - The project will result in the development of 46 single family, two-story units.

Construction Phase - Demolition will require the removal of 5 duplex units on the northeast corner of the subject property.

Grading -

Demolition - Assumes 8500 total building SF for 5 exisiting housing units on site.

On-road Fugitive Dust - The project site is located in an urban area, all roads will be paved.

Road Dust - All roads will be paved.

Woodstoves - No woodstoves/fireplaces

Landscape Equipment - desert climate

Water And Wastewater - no septic tanks

Construction Off-road Equipment Mitigation - Water exposed area to reduce PM

Area Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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Mitigated Construction

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2.2 Overall Operational

Unmitigated Operational

	СО2е		7.07	604.51	4.988.36	5,599.94
	NZO		0.00	0.01		0.01
	СН4	day	0.01	0.01	0.23	0.25
	Total CO2	/ql		! ! ! !	• • • •	
	Ilo- CO2 NBIo- CO2	15 (2)	6.92	600.85	4,983.50	5,591.27
			0.00			00:00
•	PM25 Total		0.02	90.0	0.63	69'0
	Exhaust PM2.5		0.00	0.00	0.56	0.56
	Fugitive PM2.5			: : : : : :	0.07	0.07
	PM10 Total	A ARTHUR	0.02	0.04	4.99	5.05
	Fugilive Extaust PM10 PM10	b/day	0.00	0.0 0	0.60	0.60
	Fugilive PM10	/qi			4.39	4.39
	305		00.00	000	0.04	0.04
	8		3.94	0.20	31.03	35.17
	NON.		0.05	0.47	18.23	18,75
	ROG		62.66	0.06	3.86	13.21
		Category	Area	Energy	Mobile	Total

Mitigated Operational

)2a	50 S	7.07	5.51	4,988.36	5,599.94
СО2е		1.7	604.51	4.98	5,59
NZO	(A) (A)	0.00	0.0		0.01
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Ş.		0.01	0.01	0.23	0.25
302	lb/day	• • •		•	
NBio- Total CO2 CH4 CO2					
05 05		6.92	600.85	4,983.50	5,591.27
2			ŏ	4	
Exhaust PM25 Bio-CO2 PM25 Total		0.00			0.00
12.5 Mai		0.02	20.0	0.63	69.0
AL.		o		0	Ö
xnaust PM2.5	100 100 100 100 100 100 100 100 100 100	0.00	8	0.56	0.56
Address of the second					
Fugitive PM2.5				0.07	0.07
M10		0.02	0.04	4.99	5.05
<u>a -</u>				4	3
Exhaust PM10	ý	00'0	0.00	0.60	0.60
1408001400000	lb/da			g.	65
Fugitive PM10				4.39	4.39
502		0.00	0.00	0.04	0.04
58 Kg 495	68.0 0000				\vdash
00		3.94	0.20	31.03	35.17
ŏ		છ	0.47	18.23	18.75
2		0.05	o i	#	18
ROG		9.29	90.0	3.86	13.21
		* * *			П
	ategon	Area	Energy	Mobile	Total

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Oxidation Catalyst for Construction Equipment

Water Exposed Area

3.2 Demolition - 2014

Unmitigated Construction On-Site

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COZe		000	7,526.57	7,526.57
O		Ĭ.,	7.5	7,5
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	(4)		+ -	+
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Total CO2			;	
		''	‡ <u>=</u>	150
ğÖ.			7,510.81	7,510.81
SALCON SALCON		٠	+	<u> </u>
Blo-CO2				
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PM2.5 Total	(//.	[;	<u>.</u>	
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haus M25		8	3.21	3.21
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CO2e		161.37	000	134.52	295.89
N2O					
СН	ay	00.0	0.00	0.01	0.01
NBo Total CO2 CH4	lb.c				
NBo- CO2		161.30	0.00	134.32	295.62
Bio-602					
Exhaust PN25 PN25 Total		0.04	0.00	0.01	0.05
Exfraust PM2.5		0.03	0.00	0.01	0.04
Fugitive PM2.5	(Killed St.)	0.00	0.00	800	0.00
PM 10 Total		0.95	0.00 0.00	0.20	1.15
Fügilive Exhaust PM10 PM10	jay	9.0	0.00	0.01	0.05
Fugilive PM10	JQI	0.91	0.00	0.20	1.11
80S		0.00	0.00	0.00	0.00
00		0.39	0.00	1.10	1.49
ğ	200	0.94	000	0.13	1.07
ROG		0.08	0.00	0.12	0.20
	3.44	Hauling	Vendor	Worker	Total
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3.2 Demolition - 2014

Mitigated Construction On-Site

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	Category	Hauling	Vendor	Worke	Tota
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3.3 Site Preparation - 2014

# Unmitigated Construction On-Site

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<b>8</b> 8			7.997.69	7,997.69
Bio- C/02				
PM2-5 E		6.93	3.61	13.54
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Exhaus PM2.5		8.	3.61	3.61
ogfive PM2.5		9.93		9.93
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Exhaust PM10		GO:	3.61	3.61
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3io-CO2					
PM25		00.0	00.00	0.01	0.01
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iliye Exhaust 2.5 PM2.5		0.00	0.00	0.01	0.01
ugitive PM2.5		0.00	0.00	00.00	0.00
F		<b></b> .	:	ļ	
FMT		0.00	00.0	0.24	0.24
aust //10		0.00	0.00	0.0	0.01
25.0	o/day	0		0	0
Fügitive PM 10	<b>4</b>	0.00	0.0 0.00	0.23	0.23
S02		00.0	0.00	0.00	0.00
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ROG		00.0	00'0	0.14	0.14
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3.3 Site Preparation - 2014

### Mitigated Construction On-Site

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al CO2	lb/day		• • • • !		
Blo-Tot O2		0.00	0.00	161.18	161.18
COZ NBIO- CO2		•		16	91
PW25 Bio-CO2 Total					
300 MARKS		00:0	0.00	0.01	10.01
Exhaust PM2.5		0.00	00.0	0.01	0.01
Fugitive PM2.5:			0.00	00.00	00'0
PM10 Total		0.00	0.00	0.24	0.24
DOS REA	ay .	00.00	0.00	0.01	0.01
Fugilive Exhaust PM10 FM10	97 PM	00.0	0.00	0.23	0.23
SOS		00.0	00'0	0.00	0.00
ල		0.00	0.00	1.32	1.32
NOX		0.00	0.00	0.16	0.16
ROG		00:00	0.00	0.14	0.14
	Category		Vendor	Worker	Total

3.4 Grading - 2014

Unmitigated Construction On-Site

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NBIG- CO2			90'	8.
<b>®</b> S		l	5,240.06	5,240.06
Bio-CO2			:	
PM2.5 Total		3.33	2.47	5.80
Exhaust PM2.5			2.47	2.47
ugitive PM2.5		3.33	-	3.33
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PMI			2.47	9.15
Exhaust PM10	, ke	0.00	2.47	2.47
Euglitve PM10		6.65		6.65
20S			0.05	0.05
QQ CQQ	100 M		30.18	30.18
Ŏ			45.66	45.66
R0G			5.98	5.98
	Calegoly	Fugitive Dust	Off-Road	Total.
	\$15°	<u></u>		

C02e	*:	5,172.19	0.00	134.52	5,306.71
PM25 Bio. CO2 Niglo-Total CO2 CH4 N2O CO2e Total				+ · · · · · · · · · · · · · · · · · · ·	
CH4	day	0.11	000	0.01	0.12
Total CO:	q SSSSS		• • • •		
NBio- CO2		5,169,78	000	134.32	5,304.10
BIO-CO2					
		1.14	00.00 0	0.0	1.15
PM10   Fugitiva   Exhaust Total   PM2.5   PM2.5		1.08	0.00	0.01	1.09
Fugitive PM2.5		90:0	0.00	0.00	90:0
PM10 Total		30.43	0.00	0.20	30.63
Exhaust PM10	day	1.17	0.00	0.01	1.18
Füglüve PM10	ΔP	29.26	0.00	0.20	29.46
205		0.05	0.00	0.00	0.05
00		12.62	0.00	1.10	13.72
XON.		30.11	0.00	0.13	30.24
ROG		241	0.0	0.12	2.53
	Category	Hauling	Vendor	Worker	Total

3.4 Grading - 2014

Mitigated Construction On-Site

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CO2e		0.00	5,251.29	5,251.29
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ROGE         NOX         COD         SOZE         Fugines         Exhaust         Funds         F			_			
HOGG         NOx         COD         SOZE         Fugine         Exhauss         PhM10         Fngative         Exhaust         PhM10S	CO2e	35	5,172,19	0.00	134.52	5,306.71
HOGS         NOx         COD         SOZE         Flightne         Exhaust         PhM10         Floatine         Floatine	952225.2	60				
HOG         NOx         CO         SOZ         Fighte         Exhaust         PM10         Frugine         Exhaust         PM2.5         PM2.5         PM2.5           241         30.11         12.62         0.05         29.26         1.17         30.43         0.06         1.09         1.14           0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01	post in the source		0.11	0.00	0.01	0.12
BOGS         NÚOX         CÓO         SÓOZ         FLIGHTOR         ENHIGA         FLIGHTOR         FLIGHTOR	tal CO2	(b)/day		<u>.</u>	• • • • • • • • • • • • • • • • • • •	
BOGS         NÚOX         CÓO         SÓOZ         FLIGHTOR         ENHIGA         FLIGHTOR         FLIGHTOR	NBIO- CO2		169.78	0.00	34.32	304.10
BOGS         NÚOX         CÓO         SÓOZ         FLIGHTOR         ENHIGA         FLIGHTOR         FLIGHTOR	2005 s		 		; — ; ;	5,
BOGS         NOX         COO         SOZE         Flightnee         Exhausts         FM40         FM40         FM40         FM25         Exhausts           241         30.11         12.62         0.05         29.26         1.17         30.43         0.06         1.08           0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00           0.12         0.13         1.10         0.00         0.20         0.01         0.00         0.00         0.01         0.01           253         30.24         13.72         0.05         29.46         1.18         30.64         1.09         1.09	12.5° Bir		4.	8	5	15
BOGF         NOX         CO         SOZ         Flugitive         Exhibit         Phirto         Frogitive           2-41         30.11         12.62         0.05         29.26         1.17         30.43         0.06           0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00           0.12         0.13         1.10         0.00         0.20         0.01         0.00         0.00           2.53         30.24         13.72         0.05         2946         1.18         30.83         0.06	ist PN 5. To					_
BOGS         NOX         COO         SOZ         Flightnee         Exhausts         PMrt0         Totals         FMrt0           2-41         30.11         12.62         0.05         29.26         1.17         30.43         0.0           0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00           0.12         0.13         1.10         0.00         0.20         0.01         0.20         0.00           2.53         30.24         13.72         0.05         29.46         1.18         30.83         0.0	\$16000000000000000000000000000000000000		1.06	ο.ο	0.0	1.09
ROG         NOX         CO         SOZ         Fugures         Exhaustra           2.41         30.11         12.62         0.05         29.26         1.17           0.00         0.00         0.00         0.00         0.00         0.00           0.12         0.13         1.10         0.00         0.00         0.01           2.53         30.24         13.72         0.05         29.46         1.18			90.0		0.00	90.0
HOGS NOX COO SO2 FLIGHNOR PM 100 NOX NOX NOX NOX NOX NOX NOX NOX NOX NOX	PM10 Total		30.43	0.00	0.20	30.63
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ROG 241 0.00 0.12 0.12	00		12.62	0.00 0.00	1.10	13.72
ROG 241 0.00 0.12 0.12	NOX		30.11	0.00	0.13	30.24
	ROG		2.41	80.0	0.12	2.53
		Category	Hauling		Worker	Total

3.5 Building Construction - 2014

### Unmitigated Construction On-Site

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PM10 Total		0.00	0.17	0.48	99.0	
Exhaust PM10	<b>%</b>	00.00	90.0	0.01	20.0	
Fügitive PM10	lb/da	8	0.41	0.47	0.58	
ZOS		0.00	000	0.00	0:00	
8		00.00	 80:	2.64	3.73	
XON.		00.0	1.90	0.32	2.22	
BOG.		0.00	0.17	0.28	0.45	
	Category	Hauling	Vendor	Worker	Total	

# 3.5 Building Construction - 2014

### Mitigated Construction On-Site

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Total O					
2 NBio- 1 CO2		0,00	326.72	322.36	649.08
Bio-CO2					-
Bio					
PM25 Total		00:00	90.0	0.02	0.08
Exhaust PNI25 PM2.5 Total		0.00	0.05	0.01	90'0
Fugitive PM2.5		00:00	000	0.01	0.01
M10 F		00:0		0.48	0.65
E L					H
e Exhaust PM10 r PM10 Total	day	0.00	0.06	0.01	0.07
Fugitive PM10	<b>/</b> []	00:0	0.11	0,47	0.58
\$05	- X - X - X - X - X - X - X - X - X - X	00:00	0.00	0.00	0.00
8		00:00	60.	2.64	3.73
ŏ		0.00	1.90	0.32	2,22
ROG	95 970 100 100 100 100 100 100 100 100 100 1	00:0	0.17	0.28	0.45
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	Category	Hauling	Vendor	Worker	Total

3.6 Paving - 2014

Unmitigated Construction On-Site

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CO2e	2 927 48	000	2,927.48	
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itive Exhaust 125 PM2.5	2.74	00.00	274	
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ilive Extaost 110 PM10 Ibday	2.74	0000	2.74	I
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MOX	32.09	* ·	32.09	
ROG	5.20	0.05	5.25	
Category	Off-Road	Paving	Total	

80	0.00	0.00	134.52	134.52
QZ				
32 CH4 Ib∕day	00.0	000	0.01	10.0
Total CO2				
NB0- CO2	0.00	000	134.32	134.32
Bio-CO2		+ = = = = • • • •	*	
PM25 Total	0.00	0.00	0.01	10.0
Exhaust PM2.5	0.00	0.00	10.0	10.01
Fugitive PM2.5	0.00	0.00	0.00	90.0
PM10.	0.00	0.00	0.20	0.20
Exhaust PM 10 PM 10	000	0.00	0.01	0.01
Fügitive PM10	00.00	0.00	0.20	0.20
802	0.00	0.00	0.00	0.00
00	00.0	0.00	1.10	1.10
XON	00.0	800	0.13	0.13
HQQ	00.0	0.00	0.12	0.12
Category	Hauling	Vendor	Worker	Total

3.6 Paving - 2014

Mitigated Construction On-Site

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NBio- CO2		0.00	0.00	134.32	134.32
Bio-CO2				:	
PM25 Bi Total		0.00	0.00	0.01	10.0
e Exhaust PM2.5	8.250	0.00	0.00	0.01	0.01
Fugitiv PM25		0.00	0.00	000	0.00
PM10 Total		00:00	0.00	0.20	0.20
Exhaust PM 10	iay	0.00	0.00	0.01	0.01
SO2 Fugitive PMf0	)/qi	00:0	0.00	0.20	0.20
SOS		00.0	0.00	0.00	0.00
00		00:00	0.00	1.10	1.10
NOx		0.00		0.13	0.13
ROG		0.00	0.00	0.12	0.12
	Category	Hauling	Vendor	Worker	Total

3.7 Architectural Coating - 2014

# Unmitigated Construction On-Site

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999 20						
PM2.5 Total		00:0	0.24		0.24	
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Augitive PM2.5			•			
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XON			2.77	27.0	777	
ROG	52 43	3	0.45	53 59	99.50	
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70	, a	8	0.00	0.00	0.00
Total CO2	. Ib/day				
22 NBio-Tr		0.00	0.00	62.68	62.68
Sio-CO2			<del>!</del>		Н
(B)	**************************************		<u>.</u>		$\vdash$
FM25		0.00	0.00	0.00	0.00
Exhaust PM2.5	TO NAME OF STREET	00'0	00.0	0.00	0.00
Füglive PM2.5		0.00	0.00	00.0	0.00
PW10 > Total		00.00	0.00	0.09	9.09
Exhaust FM 10	1	0.00	0.00	000	0.00
Fugitive. PM10	lb/day	0.00	0.0	60.0	0.09
802		0.00	0.00	0.00	0.00
100	150 481 453	00.00	0.00	0.51	0.51
ΧΟΝ		000	0.0	90.0	90.0
ROG		00.0		0.05	90.02
	Calegory	Hauling	Vendor	Worker	Total

3.7 Architectural Coating - 2014

### Mitigated Construction On-Site

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### Mitigated Construction Off-Site

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O -O					
ust PM2.5 E 5 Total		0.00	0.00	0.00	0.00
Exhaust PM2.5		0.00	0.00	0.00	0.00
Fugitive		00.0	0.00	0.00	0.00
PM10 Total		0.00	0.00	0.00	0.09
Exhaust PM10	ay	00.0	0.00	0.00	0.00
Fugitive PM10	P/QI	00.0	8.0	60.0	0.09
30s		00'0	00'0	0.00	0.00
00		0.00	0.00 0.00	0.51	0.51
NOX			0.00 0.00	90.0	90.0
ROG		0.00	0.00	0.05	0.05
	Category	Hauiing		Worker	Total

4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

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200	4 988 36	4 988 36	2	¥
NZO				¥
CH4	នុ	0.23		ΝΑ
Total CO2			•	NA
NBio- CO2	4,983.50	4,983.50		NA
810-CO2				NA
PMZ.5 Total	0.63	9.63		NA
Exhaust PM2.5	0.56	0.56		ΑM
Fugitive PM2.5	20.0	20.0		ΑN
PM10 Total	4.99	4.99	Ţ	Ψ
Exhaust PM10 ay	0.60	09:0		ΑN
Fugitive PM10	4.39	4.39		AN.
\$02	0.04	0.04		ž
00	31.03	31.03	ş	¥ .
Mêx	18.23	18.23	Ş	5
ROG	3.86	3.86	ΔN	
Category	Mitigated	Unmitigated	Total	

### 4.2 Trip Summary Information

		-	_
Mitigated Annual VMT	1.244.865	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1,244,865
<ul> <li>Unmitigated</li> <li>Annual VMT</li> </ul>	1,244,865		1,244,865
Ite: Sunday	403.42	00.0	403.42
rage Daily Trip Re Saturday	463.68	00:00	463.68
. Weekday	440.22	0.00	440.22
Land Use	Single Family Housing	Parking Lot	Total

### 4.3 Trip Type Information

0.00	00.0	00.0	7.30	7.30	9.50	Parking Lot
40.60	19.20	40.20	7.50	7.30	10.80	Single Family Housing
H-O or C-NW	H-SorC-C	»H-Worc-W	H-O or G-NW	H-S or G-C	H-World-W	Land Use
	Trip %			Miles		

#### 5.0 Energy Detail

# 5.1 Mitigation Measures Energy

CO2e	604.51	604.51	NA
N2O	0.01	0.01	ΥN
CH4	10.01	0.01	NA
Total CO2			NA
NBio- CO2-	600.85	600.85	ΑÑ
Bio-coz			Ν
PM25	90.0	0.04	NA A
Tigitive Exhaust PM2.5 PM2.5	00:00	0.00	NA
Fugitive PM2.5			AN
PM10 Total	0.04	0.04	NA
jitive Exhaust A10 PM 10 Hb/day	00:00	0.0 0.0	Ν
FU	ļ		ΑN
\$05 1	0.00	0.00	NA
S	0.20	0.20	NA
NOX	0.47	0.47	Ν
904 (1)	90.0	0.06	AN
Category	NaturalGas Mitigated	NaturalGas Unmitigated	Total

# 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

	6.82	300		· _	
	CO2e		0.00	604.51	604.51
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	30.82	· 桑留		٠	
	20.30				
	0		Q	:=	
	OZN		0.00	0.01	0.01
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	天	287	ğ	0.0	0.01
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	2CH4	b/day			
	otal CO2	<u>a</u>		•	
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	NBio- So-2	- XX	000	600.85	600.85
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	PM2.5 Total	200	ا ما	0.04	ا با
	오염		0.00	0.04	0.04
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	755 PKLX			<u>.</u>	ш
	<b>5</b> 10	*K.E.			
ı	Exhaust PM2.5	X QUANT	0.00	0.00	0.00
	ξŽ	5	ö	ō	0.
	#24				
	2000				
	Fügfive PM2.5	1		:	
	ßΣ	\$2.00 1			
	ᅚᄮ	300			
	ESKARS CO			<b></b>	
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•	동종	(1) 25 (1) 20 (1)  0.00	0.04	0.04	
	Ō.⊢	1.25	9	0	0
	(1) (A) (3)	100			
	52			:	
	# S		8	0.00	0.00
	Exhau PM10		0.00	Ö	0
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	9000 NU.S	100,778			
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	00%(E2920)	16 A		Ö	0.0
	8		0.00	0.20 0.	0.20 0.0
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			0.00	0.20	0.20
			0.00	0.20	0.20
			0.00	0.20	
			00.0 00.0	0.47 0.20	0.47 0.20
			00.0 00.0	0.47 0.20	0.47 0.20
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			00.0 00.0	0.20	0.47 0.20
1,1	e ROG NOX CO		00.0 00.0	0.47 0.20	0.47 0.20
	e ROG NOX CO	्रात्त्रिक पुराने क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षेत्र क्षे	0.00 0.00 0.00	0.06 0.47 0.20	0.47 0.20
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	e ROG NOX CO	KBTU _{ES} III	0.00 0.00 0.00	0.06 0.47 0.20	0.47 0.20
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		kBTU	0.00 0.00 0.00	0.06 0.47 0.20	0.47 0.20
	e ROG NOX CO	KBTU SAME AND AND AND AND AND AND AND AND AND AND	0.00 0.00 0.00	5107.24 0.06 0.47 0.20	0.47 0.20
	e ROG NOX CO	KBTU.	0 0.00 0.00	5107.24 0.06 0.47 0.20	0.47 0.20
	e ROG NOX CO	se in kBTV sam samengan samengan sa	0 0.00 0.00	5107.24 0.06 0.47 0.20	0.06 0.47 0.20
	e ROG NOX CO	1 Use	0 0.00 0.00	5107.24 0.06 0.47 0.20	0.06 0.47 0.20
	e ROG NOX CO	and Use	0 0.00 0.00	5107.24 0.06 0.47 0.20	0.47 0.20
	e ROG NOX CO	Land Use	00.0 00.0	0.06 0.47 0.20	0.06 0.47 0.20

# 5.2 Energy by Land Use - NaturalGas

#### Mitigated

CO26		0.00	604.51	604.51
CSN		0.00	0.01	0.01
OH4	ay	0.00	0.01	0.01
Total CO2	oyq 🎺			
NBio- CO2		00:0	600.85	600.85
Blo. 002		,		
PM2.5 Total	14	00.0	900	0.04
Exfatst PN25		0.00	00:00	0.00
Fugitive PM2.5		- 4 4 4	*	
PM10		0.00	50.0	0.04
Exhaust PM10	,	0.00	0.00	0.00
Fugitive PM10	ep/gi			
ZOS		0.00	0.00	0.00
8		00.0	0.20	0.20
NON.		000	0.47	0.47
ROG		90.0	90.0	90.0
Natura/Gas Use kRTT1		:	5.10724	
Land Use:		raining Lo	Single Family Housing	Total
				- Na.

#### 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior Use Low VOC Paint - Non-Residential Exterior

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### 6.2 Area by SubCategory

#### Unmitigated

				-		
COze		0.00	0.00	0.00	7.07	7.07
N2O				0.00		0.00
CH4	ay		*	0.00	0.01	0.01
Total CO2	lb/day					
NBIG-: Total CO2 CH4 CO2				0.00	6.92	6.92
Bio-CO2				0.00 0.00		00'0
PM25		0.00	0.00	0.00	0.02	0.02
Fugitive Exhaust PM2.5 PM2.5		0.00	0.00 0	0.00	0.00	0.00
Fugitive PM2.5						
PM10 Total	300.000.000	00:00	0.00	00.00	0.02	0.02
Exhaust PM10.	lay	0.00	0.00	0.00	0.00	0.00
Fugitive RM10	lb/day					
SO2				0.00	0.00	0.00
00	10000000			0.00	3.94	3.94
NOX				00.0	0.05	0.05
ROG	61 64 50 50	2.55	6.62	0.00	0.13	9.30
	SubCategory	Architectural Coating	Consumer Products	Hearth	Landscaping	Total

### 6.2 Area by SubCategory

#### Mitigated

	·		·		<del></del>		
, CO2ª		0.00	0.00	0.00	7.07	7.07	
NZO				00:0		0.00	
CH4	lb/day			0.00	0.01	0.01	
Total CO2	p/qi						
NBio Total COZ CHA N2O				0.00	6.92	6.92	
200 og	313 34 413			0.00		00.0	
PM25 Total		0.00	00:0	0.00	0.02	0.02	
Eshaust PM2.5		0.00	0.00	0.00	00.00	0.00	
Fugitive PM2.5							
PM10 Total		00.0	000	00.0	0.02	0.02	
Flogifiye Exhaust PM10 PM10	orday	8	8	0.00	000	00:00	
Fugitive PM10	ya [						
205				80	0.00	00.0	
00				000	3.94	3.94	
NOX				00 o	0.05	0.05	
нос	25.5	2007	6.62	000	0,13	9.30	
SabCategory	Architectural	Coating	Consumer Products	Hearth	Landscaping	Totaí	

#### 7.0 Water Detail

# 7.1 Mitigation Measures Water

#### 8.0 Waste Detail

# 8.1 Mitigation Measures Waste

#### 9.0 Vegetation