

*City of Long Beach*

# **Civic Center Project**

*Draft*  
**Initial Study**



**July 2015**

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# **Civic Center Project**

## *Draft* **Initial Study**

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*July 2015*

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## INITIAL STUDY

**1. Project Title:**

Civic Center Project

**2. Lead Agency Name and Address:**

City of Long Beach  
333 West Ocean Boulevard 5<sup>th</sup> Floor  
Long Beach, California 90802

**3. Contact Person and Phone Number:**

Craig Chalfant, Planner  
(562) 570-6368

**4. Project Location:**

The project site includes several areas throughout downtown Long Beach: Civic Block, Lincoln Park Block, Third & Pacific Block, and Center Block. The larger portion of the project site is bounded by Magnolia Avenue and Chestnut Avenue to the west, Broadway to the north, Pacific Avenue to the east, and Ocean Boulevard to the south. A smaller part of the project site is bounded by Third Street, Cedar Avenue, and Pacific Avenue. Figure 1 shows the regional location. Figure 2 shows the project site location.

**5. Project Sponsor's Name and Address:**

City of Long Beach  
333 West Ocean Boulevard 5<sup>th</sup> Floor  
Long Beach, California 90802

**6. General Plan Designation:**

Mixed Use (LUD 7)

**7. Zoning:**

Downtown Plan (PD-30)

**8. Description of Project:**

The design of the proposed Civic Center project follows the guidance of the Downtown Plan (the "Downtown Plan"), which was adopted in January 2012. A Final Program Environmental Impact Report (FEIR) was prepared for the Downtown Plan in accordance with the California Environmental Quality Act (CEQA) and was certified in January 2012. The project includes a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. In total, the proposal includes six new buildings, three new parking garages, related infrastructure and landscaping, and two new public street extensions of Chestnut Avenue and Cedar Avenue through the project site. The Lincoln Park garage and Broadway garage would be preserved and would be used by city staff and public parking as it is today. Both the City Hall and Port buildings would be up to 11 stories in height. See Figure 3 for a detailed site plan of all proposed components. See Figure 4a and 4b for aerial photosimulations of the project.



The project includes the demolition of the former Long Beach Courthouse building. The Long Beach Courthouse Demolition Project was studied in a Draft EIR (SCH# 2014051003) that was circulated in October and November of 2014. The former courthouse would be demolished leaving the building foundation partially deconstructed with stem walls along the north and east property lines left in place. Prior to demolition, equipment and materials would be removed. Hazardous materials, if present, would be removed in accordance with federal and State abatement policies and procedures.

Specific project components are described in more detail below:

### **Civic Block**

The Civic Block consists of three major components:

#### *Port Building*

The Port Building would be up to 11-stories, utilizing a concrete frame structure of up to 240,000 gross square feet (gsf). It would be designed to house the administrative functions of the Harbor Department. The space within this building would be primarily office space.

#### *City Hall Building.*

The City Hall building would be an approximately 270,000 gsf, up to 11-story concrete frame structure that includes office space for City staff and elected officials. The structure would also include Council Chambers, meeting rooms, transaction counters and other public serving components. Located around and between the City Hall and Port Building would be a 73,000 square foot (sf) Civic Plaza, which would include hardscape and landscape elements appropriate for larger spontaneous gatherings as well as planned events.

#### *Port and City Hall Foundations.*

The Port and City Hall buildings would share a common underground parking structure that includes shared infrastructure such as the combined central plant, common points of vehicular access and shared loading dock services. Up to 510 new spaces of underground parking would be available to the Harbor Department and the City's priority parking users, including Americans with Disabilities Act (ADA) accessible parking spaces, in a 2 to 2.5 level below grade structure that includes a below grade loading dock.

Construction on the Civic Block would begin once the former Long Beach Courthouse building occupying the site is removed.

### **Lincoln Park Block**

Improvements to the Lincoln Park Block consist of two primary components:

#### *Main Library*

A new two-story Main Library of up to 92,000 gsf would be constructed utilizing a wood frame structure built on top of the existing Lincoln Parking Garage roof deck. In addition to the aboveground component, service, support and archive functions would be constructed on the P1 level of the Lincoln Parking Garage. Lincoln Parking Garage renovations would include enhancements to the existing parking structure necessary to support the Library and would allow access to the garage using the existing Pacific and Cedar Street access ramps.



These temporary ramps would be modified and replaced with a new ramp system as part of the Center Block work described below.

#### *Lincoln Park*

After occupation of the new Library, the existing Main Library would be demolished. The site would be redeveloped into a new Lincoln Park. The deeded 4.8 acres of Lincoln Park would remain in its current location. The new Main Library would be located in the park under a conditional use permit. The planned park area, not including the library footprint, would be approximately four acres.

Lincoln Park would include California friendly landscaping and hardscape treatment to support planned programs and events. The planned park amenities include a multi-purpose event lawn, a dog park, and a children's play area. A new public washroom would also be added.

#### **Third & Pacific Block**

The commercial parcel at Third Street and Pacific Avenue is currently an approximately 0.9 acre surface parking lot. The project would include construction of a seven story, multi-family residential complex on this lot. The structure would have up to 200 units and be up to 235,000 gsf. The proposed building is a five to seven-story structure of a combination of concrete and wood frame. The complex would also include a parking structure with up to two levels below grade and up to three levels above ground partially wrapped by the residential units. Up to 250 parking stalls would be included in this structure and the building would be serviced by at grade loading facilities.

#### **Center Block**

After the New City Hall is operational, the existing City Hall structure would be demolished and a mixed use project would be developed in its place. The Center Block commercial development would include up to 580 residential units totaling up to 650,000 gsf and up to 40,000 gsf of retail. A 200 room hotel may also be included as part of the project. An underground parking garage would service this parcel with up to 725 new parking spaces and the two buildings comprising the new development would be serviced by at-grade loading facilities. In the event of a hotel use within the Ocean Boulevard parcel, a port-cochere would be provided at the corner of Ocean Boulevard and Cedar Street.

#### **Site Infrastructure**

The project would require site infrastructure improvements to service the buildings. The primary infrastructure components include:

##### *Street Extensions*

Chestnut Street would be extended to connect Broadway to Ocean Boulevard as part of the Civic Block work discussed above. Cedar Street would be extended to connect Broadway to Ocean as part of the Center Block work discussed above. A section of First Street with non-traditional paving and a curbless design would be developed as a privately owned and operated street between Chestnut and Cedar Streets as part of the Center Block development. Street improvements would include new streetscape treatments and traffic signalization, cross walks, and on-street parking where feasible.



### *Utilities*

Existing utilities that are not required to remain would be cut, capped and removed as necessary for each phase of construction. Utilities that need to remain in service, but that conflict with elements of the Downtown Plan would be re-located in coordination with appropriate utility provider.

### *Landscaping*

Landscaping for the site was designed at a Downtown Plan level to bring landscape consistency to the entire project and to ensure the project meets the City's requirements for streetscape improvements. Specific landscape and hardscape plans would be included with each of the major work components outlined above.

## **9. Surrounding Land Uses and Setting:**

Generally, the project is located in the Civic Center portion of the Downtown Plan area of Long Beach surrounded by a mix of uses, including residential, retail, commercial space, and recreational areas (including parks). This area is also identified as the Institutional District of PD-30 in Figure 4.8-1 of the Downtown Plan EIR. The Long Angeles River is less than one mile to the west of the Downtown area.

## **10. Other Public Agencies Whose Approval is Required:**

The following City of Long Beach approvals will be required:

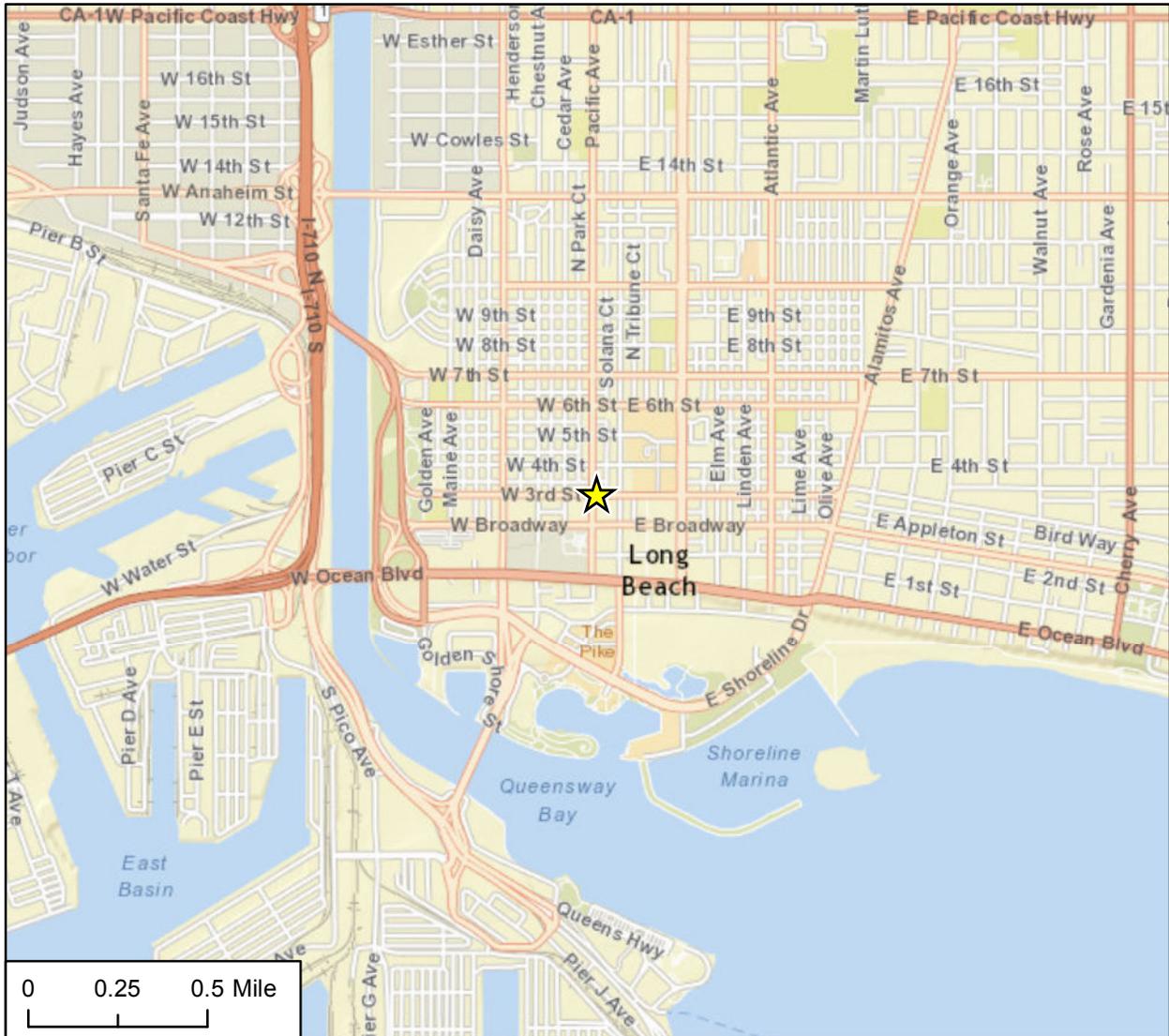
- Long Beach Planning Bureau will review, comment and ultimately provide recommendations to the Planning Commission on the site plan, zoning and subdivision entitlement applications outlined above.
- Long Beach Planning Commission will review in a public hearing and consider approval recommendations for the entitlement applications and CEQA review documentation.
- Long Beach City Council will review in a public hearing and approve any Statutory Development Agreements related to private development site plans and other subdivision and zoning actions.
- Long Beach City Council will review in a public hearing (a portion of which may be in closed session) and approve project's transactional documents.
- Long Beach Parks and Recreation Commission will review and approve the Lincoln Park Design.
- Long Beach Gas and Oil will review and approve the gas service utility design.
- Long Beach Water Department will review and approve the water service utility design.
- Long Beach Traffic & Transportation Bureau, Traffic Engineering Division will review and approve the street and intersection improvement designs.
- Long Beach Department of Public Works will review and approve the utility excavation plans, management of traffic plans and work related to improvements within the Public Right of Way.
- Long Beach Building and Safety Bureau will review and approve the building plans and issue permits.



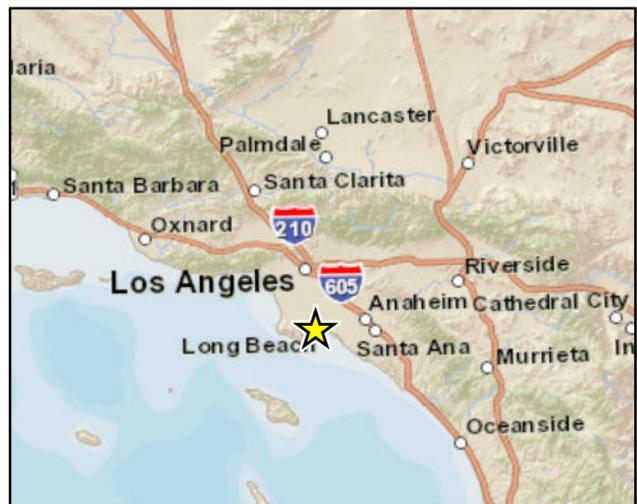
- Long Beach Fire Department will review and approve the building plans for fire and life safety issues.

In addition to the above City approvals, the Board of Harbor Commissioners will review and approve their components of the project, including any direct contracts between Plenary-Edgemoor Civic Partners (PECP), the City's development partner, and the Harbor Department that are not a part of the City's agreements.



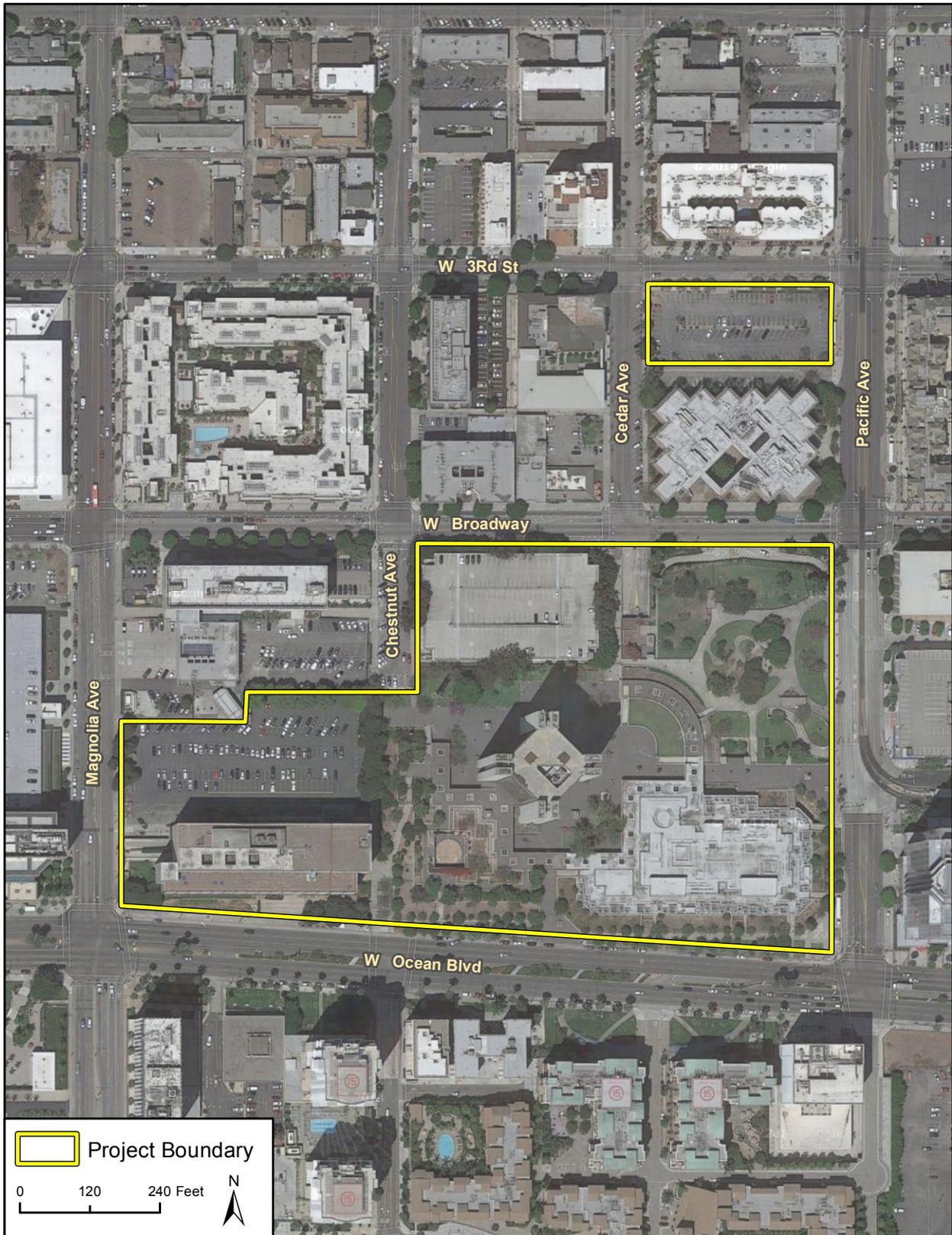


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Regional Location

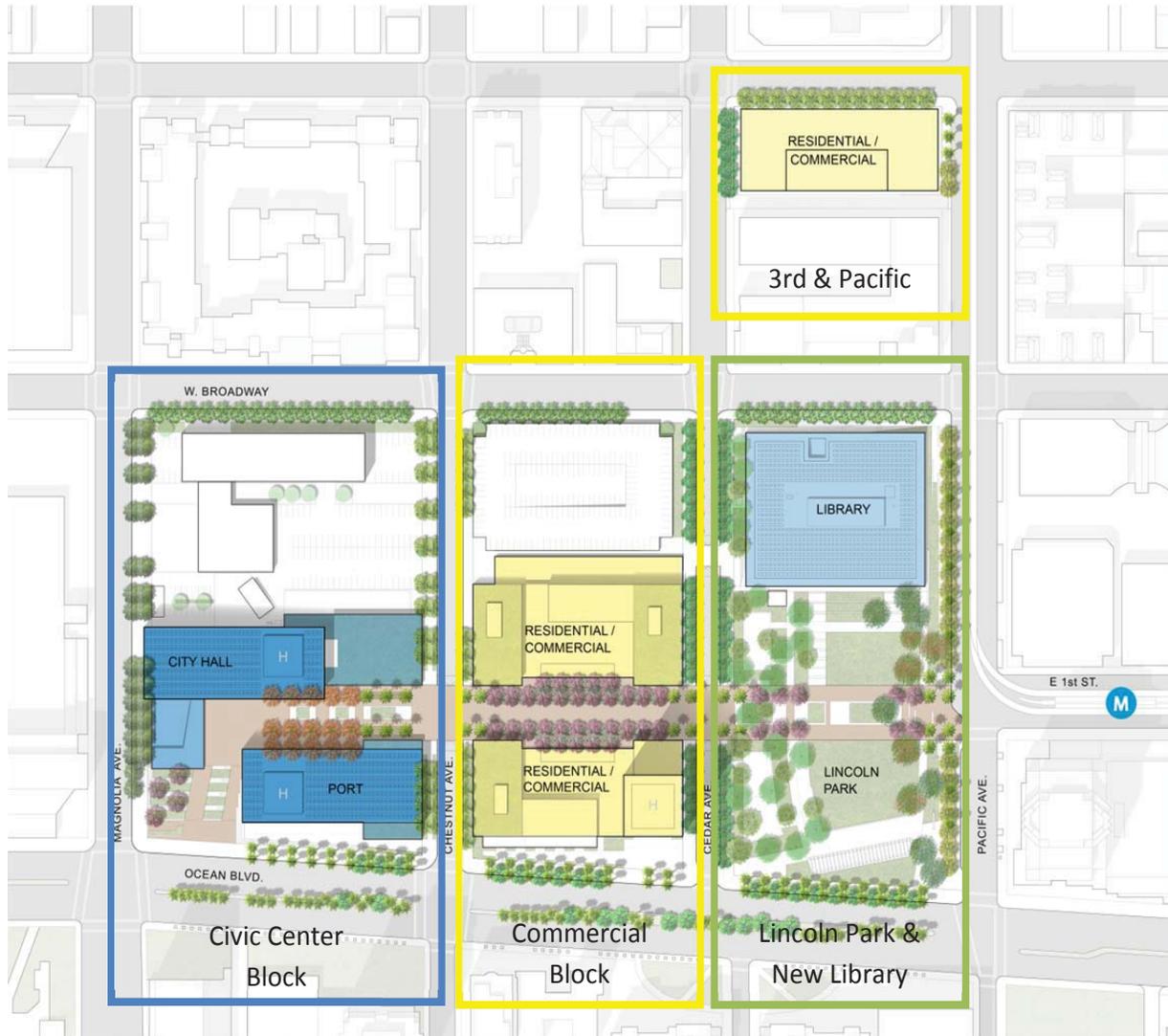
Figure 1



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Project Location

Figure 2  
City of Long Beach





Looking southwest through project area, Pacific Avenue shown in lower left.



Looking east through project area, Ocean Boulevard shown on right.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources                | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Geology/Soils                                 |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology/Water Quality                       |
| <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources                  | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing                  | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems          | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



## DETERMINATION

On the 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. A Supplemental 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 potential 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.

  
Signature

  
Date



## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. Aesthetics</b>				
-- Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

a) *Would the project have a substantial adverse effect on a scenic vista?*

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The City of Long Beach Downtown Plan Final Program Environmental Impact Report (SCH No. 2009071006) (the "FEIR") included environmental review of the Downtown Plan, which proposed development throughout the downtown area, including the project site. It was determined that impacts to the visual character would be altered as a result of development. The FEIR found that design review as outlined in the Downtown Plan would ensure that such alterations would benefit the area's overall visual character.

Visual corridors in Downtown Long Beach include Ocean Boulevard (a designated scenic highway) and Alamitos Avenue (which is recommended for scenic highway designation in the proposed Long Beach General Plan update, based on views available from the right-of-way). Several other locations within the Downtown Plan area contain visual resources or viewsheds that require protection. These include roadways that approach the coastal bluff from the north and connect Downtown to the Pike and Shoreline Village, such as Linden and Pine Avenues and Magnolia Avenue/Queens Way. In addition, sites where streets terminate at historic landmarks such as the Villa Riviera, or iconic buildings such as the City Hall building at the western terminus of 1st Street, and the termination of Long Beach Boulevard at the Long Beach



Performing Arts Center, are visually significant. Views of designated historic landmarks within Downtown identified in Section 4.3 of the FEIR as potentially historic structures are also considered to be visual amenities.

The six new buildings (three of which are over 11 stories tall), three new parking garages, and related infrastructure and landscaping improvements included in the proposed project would alter the visual character of the area and have the potential to impact the visual corridors, viewsheds, and resources in the area. Two existing parking garages (Broadway and Lincoln Garages) would remain. One new parking garage would be subterranean and located below the proposed mixed use Center Block development. The second new garage would be a combined subterranean garage below the proposed City Hall and Port buildings. The third new garage would include one below grade level and three above grade levels that partially wrap around the Third and Pacific Block multi-family residential complex. Design of these elements would be subject to the review as outlined in the Downtown Plan and described in the FEIR. Because this specific project was not analyzed in the FEIR, the Supplemental EIR (SEIR) will analyze what, if any, additional measures may be required to minimize visual impacts associated with the currently proposed development.

Because of the high-rise development anticipated in the Downtown Plan, and without knowledge of exactly where all of these structures were likely to occur within the project boundary at the time of the FEIR's adoption, it was also determined that shade and shadow impacts on existing and potential future sensitive receptor land uses were likely to occur. This impact was determined to be significant and unavoidable. The project would be subject to FEIR Measure AES-3, which requires submittal of a shading study prior to issuance of any building permits for structures exceeding 75 feet in height or any structure that is adjacent to a light sensitive use and exceeds 45 feet in height. Because the buildings included in the proposed project were not analyzed in the FEIR, the SEIR will analyze what specific impacts the project would have and what, if any, further mitigation measures may be available to reduce shadow impacts.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to the existing visual character or quality of the site would be less than significant with implementation of mitigation measures, which include the installation of temporary fencing with screening material, site maintenance to address litter and debris, and maintenance of temporary construction barriers and walkways.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The Downtown Plan FEIR determined that impacts related to light and glare would be significant but mitigable for the Downtown Plan. The project would be subject to the same general mitigation measures identified and analyzed in the FEIR, specifically AES-2(a-d), which require submittal of lighting plans and specification building material plans and specifications, light fixture shielding, and window tinting. Because the project is within an urbanized area already characterized by high levels of light and glare and because all project development



would comply with existing City requirements as well as the light and glare measures included in the Downtown Plan FEIR, no project-specific light/glare impacts beyond those identified in the FEIR are anticipated and further study of this issue in the SEIR is not warranted.

**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<p><b>II. Agriculture and Forestry Resources</b></p> <p>-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**II. Agriculture and Forestry Resources**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project convert Prime Farmland, Unique Farmland, 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) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

There are no agricultural zones or forest lands within Long Beach, which is a fully urbanized community that has been urbanized for over half a century. The Downtown Plan FEIR determined that the Downtown Plan would not have any significant irreversible impacts on agricultural resources, as the area would not be conducive to agricultural production. The project area was included in the analysis of the Downtown Plan. Therefore, the Civic Center Project would not result in any significant impacts to agricultural resources.

**NO IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**III. Air Quality**

-- Would the project:

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

### III. Air Quality

-- Would the project:

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	□	□	□
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) Expose sensitive receptors to substantial pollutant concentrations?	■	□	□	□
e) Create objectionable odors affecting a substantial number of people?	□	□	■	□

*a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

*b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

*c) Would the project 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)?*

The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

According to the SCAQMD Guidelines, to be consistent with the AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population growth forecast. The Downtown Plan FEIR determined that the proposed project would not increase the allowable density in the Downtown area and therefore operational emissions associated with land use development on the site, including vehicle trip generation would have been accounted for in the AQMP. However, it was also determined that construction and operational area- and mobile-source emissions from implementation of the Downtown Plan would result in or substantially contribute to emissions concentrations that exceed the national or California standards causing significant and unavoidable impacts.



The proposed project is within the parameters and growth forecasts of the Downtown Plan and would generate short-term air pollutant emissions associated with construction, as well as long-term operations, which would contribute to the significant and unavoidable impacts determined in the Downtown Plan FEIR. Emissions have the potential to contribute to an existing project air quality violation or result in a cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment. Development of the proposed project would be subject to the same general mitigation measures identified in the FEIR, specifically AQ-1(b), which requires individual projects within 1,500 feet of sensitive receptors to undergo project-specific construction-related air quality analysis, and AQ-1(c), which required individual projects to include specific provisions, such as temporary traffic controls, the use of 2010 or newer diesel trucks, and more, to reduce construction-related air quality impacts.

Certain population groups, such as children, the elderly, and people with health problems, are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. Traffic associated with the project has the potential to expose sensitive receptors to substantial pollutant concentrations. Development of the proposed project would be subject to the same general mitigation measures identified and analyzed in the Downtown Plan FEIR, specifically AQ-4(a), which requires a project-level health risk assessment (HRA) for commercial land uses that accommodate more than 100 trucks per day within 1,000 feet of sensitive receptors. Development of the proposed project would also be subject to Downtown Plan FEIR Measure AQ-2, which requires implementation of measures to reduce motor vehicle trips and reduce other mobile emissions.

The SEIR will analyze project-specific construction and operational emissions and identify what, if any, further mitigation measures may be required to reduce air quality impacts, including those associated with the most recent air quality plans.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to construction emissions exceeding SCAQMD's daily regional and localized construction thresholds would be less than significant with implementation of mitigation involving the development and implementation of an Air Quality Safety Plan, if the demolition occurs by implosion.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*d) Would the project expose sensitive receptors to substantial pollutant concentrations?*

The Downtown Plan FEIR determined that implementation of the Downtown Plan would result in the exposure of receptors to short- and long-term emissions of Toxic Air Contaminants (TACs) from onsite and offsite stationary and mobile sources. Impacts associated with the Port of Long Beach and offsite stationary sources were determined to be significant and unavoidable, while impacts related to short-term construction, long-term onsite stationary sources, and offsite mobile-sources were determined to be less than significant. The proposed project would be subject to the same general mitigation measures identified in the Downtown Plan FEIR,



specifically AQ-4(a) and AQ-4(b), which require location of TAC emitters away from existing and proposed onsite receptors; implementation of idle-reduction strategies for diesel trucks; posting of signs; and other measures specific to both TAC generators and TAC receptors to reduce risks to sensitive receptors. The SEIR will analyze construction and operational emissions of TACs and determine what, if any, further mitigation measures may be available to reduce impacts to sensitive receptors.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to TAC emissions would be less than significant with implementation of mitigation involving the development and implementation of an Air Quality Safety Plan, if the demolition occurs by implosion.

**POTENTIALLY SIGNIFICANT IMPACT**

*e) Would the project create objectionable odors affecting a substantial number of people?*

As stated in the Downtown Plan FEIR, project construction activities associated with the development of onsite land uses could result in odorous emissions from diesel exhaust generated by construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction and the impact related to the Downtown Plan was determined to be less than significant. The proposed project would occur within the 25-year buildout assessed in the Downtown Plan FEIR and would not include any uses expected to generate odors outside of what was considered in the FEIR. Therefore, the Civic Center Project would not result in any new significant odor impacts to or increase the severity of significant odor impacts beyond those identified in the Downtown Plan FEIR. Further analysis of odor issues in the SEIR is not warranted.

**LESS THAN SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
--	---------------------------------------	---	-------------------------------------	------------------

**IV. Biological Resources**

-- Would the project:

- a) 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 Wildlife or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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#### IV. Biological Resources

-- Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 Wildlife or U.S. Fish and Wildlife Service?           | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*a) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

*b) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

*c) Would the project 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?*



d) Would the project 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) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The City of Long Beach is a fully urbanized community that has been urbanized for over half a century. The Initial Study and FEIR for the Downtown Plan (June 29, 2009) determined that the Downtown Plan would not have any significant impacts on biological resources, as the area does not include any native biological resources or habitats, nor is it within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project area was included in this determination. The proposed project would involve the relocation of Lincoln Park, which would require the removal of vegetation. All vegetation within the park is ornamental landscaping that does not include native biological resources or habitats. Therefore, the Civic Center Project would not result in any significant impacts to biological resources or increase the severity of significant impacts to biological resources beyond those identified in the FEIR.

**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**V. Cultural Resources**

-- Would the project:

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 as defined in §15064.5?	□	□	■	□
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?	□	□	■	□

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?



The Downtown Plan FEIR determined that the Downtown Plan would have a significant and unavoidable impact resulting from the potential redevelopment of properties that are eligible for listing on the National Register of Historic Places or the California Register of Historic Places, or that are determined eligible for listing as a City Landmark or Landmark District. The project would be subject to the same general mitigation measures identified in the FEIR, specifically CR-1(b), which outlines procedures to be followed prior to issuance of a demolition permit or building permit for alteration of any property listed in the Historic Survey Report, designated as a Historic Landmark, listed in the FEIR, or other property 45 years of age or older that was not previously determined by the Historic Survey Report to be ineligible for listing as a historic resource. The SEIR will analyze potential impacts to potential historic resources and determine what, if any, further mitigation measures may be required and available to reduce impacts to potential historic resources that may be affected by the proposed project.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to the significance of a historical resource would be significant and unavoidable despite implementation of required mitigation involving documentation of the courthouse in accordance with the general guidelines of Historic American Building Survey documentation.

#### **POTENTIALLY SIGNIFICANT IMPACT**

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*

*d) Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The Downtown Plan FEIR determined that the Downtown Plan would have a significant but mitigable impact on archaeological resources. This determination was due to the fact that no surveys could be conducted prior to onset of demolition or other ground-disturbing activities. The project would be subject to the same general mitigation measures identified and analyzed in the FEIR, specifically CR-2(a) through CR-2(c), which require a qualified project archaeologist or archaeological monitor approved by the City to be present during excavation into native sediments; that the monitor shall also prepare a final report of any cultural resource finds; and that if human remains are encountered during excavation and grading activities, proper handling procedures shall be implemented, as regulated by the State Health and Safety Code. These measures apply to the currently proposed project and would reduce impacts to a less than significant level. Further analysis of these issues in the SEIR is not warranted.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to the significance of archaeological resources and disturbance of human remains would be less than significant with implementation of required mitigation involving archaeological monitoring during ground-disturbing activities and adherence to State of California Health and Safety Code Section 7050.5 in the event that human remains are discovered.

#### **LESS THAN SIGNIFICANT IMPACT**



c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The Downtown Plan FEIR determined that the Downtown Plan would have a significant but mitigable impact on paleontological resources. This determination was due to the fact that no surveys could be conducted prior to onset of demolition or other ground-disturbing activities. The project would be subject to the same general mitigation measures identified and analyzed in the FEIR, specifically CR-3(a) and CR-3(b), which require a qualified paleontologist approved by the City to be present during excavation into native sediments and that if a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect excavation in the area and evaluate the find. CR-3(b) specifies further procedures for the handling of any fossils. These measures apply to the currently proposed project and would reduce impacts to a less than significant level. Further analysis of this issue in the SEIR is not warranted.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to the significance of paleontological resources would be less than significant with implementation of mitigation requiring paleontological monitoring during ground-disturbing activities that could potentially affect previously undisturbed Quaternary older paralic deposits at depths greater than five feet.

**LESS THAN SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>VI. Geology and Soils</b>				
-- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## VI. Geology and Soils

-- Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

The Initial Study for the Downtown Plan determined that the relatively level site conditions and extent of developed lands in the Downtown Plan area would avoid potential impacts associated with landslides, soil erosion, or loss of topsoil, and also determined that all development in the Downtown Plan area would be served by the City's sewage disposal system. Therefore, items a.iv), b), and e) listed above were determined not to apply to the Downtown Plan, nor would they apply to the proposed project, as the project area was included in the area analyzed in the FEIR.

*a.i) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*

*a.ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

As described in the Downtown Plan FEIR, the Newport-Inglewood Fault Zone, which is mapped as an Alquist-Priolo Earthquake Fault Zone, is located within approximately two miles of the Downtown Plan area. Several other fault zones located within approximately five to 30 miles also have the potential to impact the area. Therefore, impacts related to seismically induced ground shaking were determined to be significant but mitigable. The project would be subject to the same general mitigation measures identified in the FEIR, specifically Geo-1, which requires that new construction or structural remodeling of buildings be engineered to withstand the expected ground acceleration that may occur at the site. The measure also required that onsite structures comply with applicable provisions of the most recent Uniform Building Code (UBC) adopted by the City of Long Beach. It was determined that this measure would reduce



impacts to a less than significant level for all projects within the Downtown Plan area. With compliance with this measure, the Civic Center Project would not result in any new significant impacts related to Alquist-Priolo Earthquake Fault Zones or seismic ground shaking or increase the severity of significant impacts related to Alquist-Priolo Earthquake Fault Zones or seismic ground shaking beyond those identified in the FEIR. As such, further analysis of these issues in the SEIR is not warranted.

**LESS THAN SIGNIFICANT IMPACT**

*a.iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

The Downtown Plan FEIR determined that seismic activity could induce ground shaking that results in liquefaction and this impact would be significant but mitigable. FEIR Measure Geo-2 requires that for any project involving a subterranean level, prior to issuance of a building permit for new structures, the City shall determine whether a comprehensive geotechnical investigation and geo-engineering study shall be completed. Adherence to this measure, which includes potential engineering measures to reduce liquefaction impacts, would ensure that impacts related to the proposed project would also be less than significant. Therefore, the Civic Center Project would not result in any new significant liquefaction impacts or increase the severity of significant liquefaction impacts beyond those identified in the Downtown Plan FEIR. Further analysis of this issue in the SEIR is not warranted.

**LESS THAN SIGNIFICANT IMPACT**

*c) Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

*d) Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?*

The Downtown Plan FEIR determined that the potential exists within the Downtown Plan area to encounter expansive soils or soils that are unstable or would become unstable as a result of new development. This could result in onsite or offsite lateral spreading or subsidence. The project would be subject to the same general mitigation measures identified and analyzed in the FEIR, specifically Geo-3, which requires that the City Department of Development Services determine the need for soil samples of final sub-grade areas and excavation sidewalls to be collected and analyzed for their expansion index. Implementation of this mitigation measure and any further engineering required, based on the City's determination, as described in Geo-3, would reduce project impacts to a less than significant level. Therefore, the Civic Center Project would not result in any new significant impacts related to expansive soils, lateral spreading, or subsidence or increase the severity of significant impacts related to expansive soils, lateral spreading, or subsidence beyond those identified in the Downtown Plan FEIR. Further analysis of this issue in the SEIR is not warranted.

**LESS THAN SIGNIFICANT IMPACT**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## VII. Greenhouse Gas Emissions

-- Would the project:

- |  |   |   |   |   |
|--|---|---|---|---|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?        | ■ | □ | □ | □ |
| b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ■ | □ | □ | □ |

Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O<sub>x</sub>), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>) (Cal EPA, 2006).

The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (Cal EPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

*a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

*b) Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The Downtown Plan FEIR determined that construction activities associated with full buildout of the Downtown Plan would result in the generation of GHG emissions that would cause a



significant and unavoidable impact. The project would contribute to this impact, as it would generate GHG emissions through the burning of fossil fuels or other GHG emissions during construction, creating temporary emissions, including on-site stationary emissions and off-site mobile emissions. The project would be subject to the mitigation measures identified and analyzed in the FEIR, specifically, GHG-1(a) and GHG-1(b), which requires that project applicant(s) obtain the most current list of construction-related GHG-reduction measures recommended by the City and/or SCAQMD and stipulate that these measures be implemented. Emissions estimates from construction may be lower than predicted due to increased efficiency in technology since the FEIR was adopted. The SEIR will determine the approximate amount of GHG emissions that would be generated by construction, as well as the appropriate local City or SCAQMD measures that would reduce these emissions.

The Downtown Plan FEIR determined that operation of uses facilitated by the Downtown Plan would also result in generation of GHG emissions that would cause a significant and unavoidable impact. Mitigation GHG-2(a) and GHG-2(b) would reduce these operational impacts to the extent feasible and would be applicable to the proposed project. The proposed project would be required to implement energy efficiency, water efficiency, solid waste reduction, mobile strategies, and other measures to reduce GHG emissions. Emissions estimates from operation may also be lower than predicted due to increased efficiency in technology since the FEIR was adopted. Because the specific buildings and improvements associated with the proposed project were not analyzed in the FEIR, the SEIR will analyze project-specific emissions and determine what, if any, further mitigation measures may be required to reduce GHG impacts. The SEIR will also analyze the proposed project’s consistency with Assembly Bill 32 and other GHG reduction strategies.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that the demolition would not generate significant GHG emissions, and would not interfere with State, regional, or climate change plans, policies, or regulations. Impacts of the demolition project were determined to be less than significant.

**POTENTIALLY SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**VIII. Hazards and Hazardous Materials**

-- Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials</b>				
-- Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Initial Study for the Downtown Plan, the nearest boundary of the Downtown Plan area is located approximately three miles from the nearest airport/airstrip; the Downtown Plan would maintain accessibility required by any adopted emergency response plan or emergency evacuation plan; and the Downtown Plan area does not contain wildlands nor is it adjacent to wildlands. Therefore, criteria e), f), g), and h) listed above were determined



not to apply to the Downtown Plan. The same criteria are not applicable to the proposed project, based on its location within the Downtown Plan area.

*a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

*b) Would the project 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) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?*

*d) Would the project be located on a site which is included on a list of hazardous material 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?*

The Downtown Plan FEIR determined that the types of commercial and residential land uses envisioned for the Downtown Plan would not typically contain businesses involved in transport, use, or disposal of substantial quantities of hazardous materials. Impacts were determined to be significant but mitigable. Measures Haz-1(a) through Haz-1(c) would apply to the proposed project. These measures would ensure that demolition and renovation of buildings potentially containing asbestos and lead-based paints and materials would avoid potential onsite impacts to construction workers as well as impacts from the release of hazardous materials from construction sites near residences, schools, or other properties. Surveys and proper handling procedures would be implemented prior to issuance of any demolition or renovation permits.

The Downtown Plan FEIR also determined that historic activity involving industrial uses and storage of potentially hazardous materials may have contaminated onsite soils and/or groundwater quality. This potential impact was significant but mitigable for the Downtown Plan and measures Haz-3(a) through Haz-3(d) would apply to the proposed project. All excavation and demolition projects conducted as part of the proposed project would be required to include contingency plans to be followed if contaminants are found or suspected, and appropriate sampling and remediation of soil and water must be completed. This would ensure that impacts would be reduced to a less than significant level. Therefore, the Civic Center Project would not result in any new significant impacts related to hazards and hazardous materials or increase the severity of significant impacts related to hazards and hazardous materials beyond those identified in the Downtown Plan FEIR.

#### **LESS THAN SIGNIFICANT IMPACT**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**IX. Hydrology and Water Quality**

-- Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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### IX. Hydrology and Water Quality

-- Would the project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Initial Study for the Downtown Plan determined that the City of Long Beach and the Federal Emergency Management Agency Flood Insurance Rate maps show that the Downtown Plan area is not within the 100-year flood zone. There have not been any changes to these maps since the FEIR was adopted. In addition, there are no dams or levees in the vicinity of the area, nor are there any landlocked water bodies where impacts from a seiche could occur. The area is also protected from inundation from a tsunami by its elevation approximately 30 feet above mean sea level. Therefore, criteria g), h), i), and j), listed above would not apply to the Downtown Plan or the proposed project, which is located within the area analyzed under the Downtown Plan. Criteria b) is discussed in Section XVII below.

a) *Would the project violate any water quality standards or waste discharge requirements?*

f) *Would the project otherwise substantially degrade water quality?*

The Downtown Plan FEIR determined that construction activities associated with development of the Downtown Plan could result in discharge of urban pollutants into the City drainage system. This determination included impacts associated with construction of the proposed project and the impacts were determined to be significant but mitigable. Measure Hydro-1 from the FEIR would apply to the proposed project and would require that prior to issuance of a grading permit, a determination will be made regarding the necessity of a Storm Water Pollution Prevention Plan (SWPPP). Implementation of this measure and development of a SWPPP, if required, would reduce project-related impacts to water quality to a less than significant level. Therefore, the Civic Center Project would not result in any new significant impacts related to water quality or increase the severity of significant impacts related to water quality beyond those identified in the Downtown Plan FEIR.

#### **LESS THAN SIGNIFICANT IMPACT**

c) *Would the project 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) Would the project substantially alter the existing drainage pattern of the site or area, including 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?*

The Downtown Plan FEIR determined that development of the Downtown Plan would generate urban pollutants and could also result in an increase in impervious surfaces. Impacts associated with these changes would be mitigated to a less than significant level with implementation of FEIR Measure Hydro-2, which would be applicable to the proposed project. The measure requires the Department of Development Services to determine the necessity for a Standard Urban Stormwater Mitigation Plan (SUSMP) to be developed for the proposed project and, if necessary, for the development of one to be completed. The measures included in the FEIR, as well as new, more stringent municipal separate storm sewer system (MS4s) requirements, which have been adopted since 2010, would apply to the Civic Center Project. The new MS4 requirements include Order No. R4-2014-0024 from the California Regional Water Quality Control Board for the Los Angeles Region, which covers all areas within Long Beach boundaries that drain into the MS4 with the objective of ensuring that discharges from the MS4 comply with water quality standards, including protecting the beneficial uses of receiving waters. The Order requires that permittees (the City of Long Beach) shall implement a Planning and Land Development Program pursuant to part VII.J for all new development, including smart growth practices, compact development, and Best Management Practices. A Public Information and Participation Program (PIPP), including public reporting and outreach and education are also required by the Order. Integrated Water Quality/ Flow Reduction/Resources Management Criteria would be applied to the proposed project. The new requirements, as well as the other permitting requirements, would ensure that the Civic Center Project would not result in any new significant impacts related to drainage patterns or increase the severity of significant impacts related to drainage patterns beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**

*e) Would the project 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?*

The Downtown Plan FEIR determined that the increased intensity of land use associated with the Downtown Plan could increase the volume of stormwater discharges into existing storm drain infrastructure. Impacts to storm drain infrastructure were determined to be significant but mitigable. FEIR Measure Hydro-3 would apply to the proposed project and requires that prior to issuance of a building permit, a determination must be made regarding the necessity of a drainage system analysis and/or Low Impact Development practices and strategies. This measure would reduce impacts from potentially increased volumes of stormwater discharges to a less than significant level for all projects within the Downtown Plan area. Therefore, the Civic Center Project would not result in any new significant impacts related to stormwater discharge or increase the severity of significant impacts related to stormwater discharge beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**X. Land Use and Planning**

-- Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project physically divide an established community?*

As concluded in the Initial Study for the Downtown Plan, the Downtown Plan area, including the proposed project site, is currently urbanized with street and circulation patterns that would not be altered by the Downtown Plan. The Downtown Plan would not have the potential to physically divide an established community. Therefore, the Civic Center Project would not result in any new significant impacts related to physically dividing an established community or increase the severity of significant impacts related to physically dividing an established community beyond those identified in the Downtown Plan FEIR.

**NO IMPACT**

b) *Would the project 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?*

The Downtown Plan FEIR determined that implementation of the Downtown Plan would have a less than significant impact with regard to conflicts with land use plans, policies, or regulations. Development would be consistent with the Long Beach General Plan. The proposed project would be consistent with the Downtown Plan. All uses planned for the project are consistent with current zoning (Planned Development). The only zoning actions necessary for the project would be to make application for a general plan conformity finding and for a conditional use permit for the New Main Library. Therefore, the Civic Center Project would not result in any new significant impacts related to land use policies or increase the severity of significant impacts related to land use policies beyond those identified in the Downtown Plan FEIR.



**LESS THAN SIGNIFICANT IMPACT**

*c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

As concluded in the Initial Study of the Downtown Plan, the Downtown Plan area, including the project site, is not located within an area governed by a habitat conservation plan or natural community conservation plan. The Downtown Plan would not have the potential to impact any such plan. Therefore, the Civic Center Project, which is located within the area analyzed as part of the Downtown Plan, would not result in any new significant impacts related to a habitat conservation plan or natural community conservation plan or increase the severity of significant impacts related to such a plan beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>XI. Mineral Resources</b>				
-- Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) Would the project 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?*

*b) Would the project 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?*

The Initial Study for the Downtown Plan determined that the Downtown Plan would not have any significant irreversible impacts on mineral resources, as the area does not include mineral resource sites designated on any City land use plan. The proposed project is located within the area analyzed in the Initial Study for the Downtown Plan and no new mineral resources sites have been designated since the Downtown Plan’s adoption. Therefore, the Civic Center Project would not result in any new significant impacts to mineral resources or increase the severity of significant impacts related to mineral resources beyond those identified in the Downtown FEIR.

**NO IMPACT**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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## XII. Noise

-- Would the project result in:

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 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?	■	□	□	□
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?	□	□	□	■

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA).

Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses



may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

*a) Would the project result in 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?*

*c) Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*

*d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

The Downtown Plan FEIR determined that construction noise impacts associated with the Downtown Plan would be significant but mitigable because Plan implementation would expose businesses and residences throughout the Plan area to temporary elevated levels of noise throughout years of construction. The project would be subject to the mitigation measures identified in the FEIR, specifically Noise-1(a), which required noise reduction techniques such as equipment mufflers, “quiet” construction equipment models, prohibition of idling, and routing of construction-related traffic, as well as Noise-1(b), which requires the construction of temporary noise barriers and a project-specific noise analysis to determine further necessary noise reduction techniques. The SEIR will analyze site-specific impacts associated with the proposed project and identify additional mitigation that may be needed for construction noise.

The Downtown Plan FEIR determined that operational noise associated with traffic generated by the Downtown Plan would be less than significant, but that traffic noise and land use compatibility impacts would be significant but mitigable. Operation of the proposed project would generate traffic and would locate sensitive receptors, including residences, in areas that could be exposed to levels of noise that exceed applicable standards. The project would be subject to the mitigation measures identified in the FEIR, specifically Noise-5, which required that in areas where new residential development would be exposed to noise levels exceeding 65 dBA, a site-specific noise study be conducted. Therefore, the SEIR will include a site-specific noise analysis to determine land use and noise compatibility and identify additional mitigation as appropriate.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to noise and vibration would be significant and unavoidable despite implementation of mitigation involving



the erection of temporary sound barriers, installation of mufflers, use of electric equipment, and the establishment of a noise disturbance coordinator. If demolition occurs by implosion, required mitigation requires the development and approval of a Noise Control Plan and a Vibration Control Plan to protect human health and adjacent buildings.

**POTENTIALLY SIGNIFICANT IMPACT**

*b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

The FEIR determined that construction of the Downtown Plan would include vibration sources, including pile driving, which would result in a significant and unavoidable impact. The project would be subject to FEIR Measure Noise-2(a), which requires a site-specific vibration study for all construction projects in order to determine the area of impact and identify appropriate mitigation measures. Therefore, project-specific vibration impacts will be analyzed in the SEIR and additional mitigation will be developed as appropriate.

**POTENTIALLY SIGNIFICANT IMPACT**

*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?*

The Initial Study for the Downtown Plan determined that the Downtown Plan area is further than two miles from the Long Beach Airport and that there would be no impact associated with public or private airports. The Civic Center Project is located within the Downtown Plan area and is also greater than two miles from the Long Beach Airport. Therefore, the proposed project would not result in any new significant noise impacts related to airport or increase the severity of significant noise impacts related to airports beyond those identified in the Downtown Plan FEIR.

**NO IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XIII. Population and Housing**

-- Would the project:

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)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XIII. Population and Housing**

-- Would the project:

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a) Would the project 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)?*

The Downtown Plan FEIR determined that because the Downtown Plan was intended to accommodate substantial population growth in the Downtown area, population growth impacts would be significant and unavoidable. Development of the proposed project, including the population growth that it would generate by creating employment opportunities and adding a residential building, would be within the growth forecasts in the Downtown Plan, which included 14,500 new residents and 5,200 jobs. Therefore, the Civic Center Project would not result in any new significant population growth impacts or increase the severity of significant population growth impacts beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**

*b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

*c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The Downtown Plan FEIR determined that development of the Downtown Plan would result in the displacement of substantial numbers of housing and people, which could create a need for construction of housing elsewhere. It was determined that this impact would be significant and unavoidable. Development of the proposed project would not involve the displacement of any existing housing or the permanent displacement of any people. It would create additional residential units in three buildings. In the 2015 Biennial Homeless Count, the Long Beach Community Health Bureau counted approximately 41 homeless people encamping on the project site during the day. This population encamps at Lincoln Park and within the Civic Center area during the day, but does not live or sleep on the project site overnight. Although displacement of this population is a social impact, because of the temporary nature of proposed construction, the project would not necessitate the construction of replacement housing



elsewhere, which could result in adverse environmental impacts. Therefore, the Civic Center Project would not result in any new significant impacts related to the displacement of people or housing or increase the severity of significant impacts related to the displacement of people or housing beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XIV. Public Services**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a.i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*

Fire protection is provided by the Long Beach Fire Department (LBFD). The Downtown Plan FEIR determined that the Downtown Plan would incrementally increase demands on the LBFD but that this increase would not require the construction of new fire protection facilities. The proposed project is within the growth forecast considered in the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts to fire protection services or increase the severity of significant impacts to fire protection services beyond those identified in the Downtown Plan FEIR.



### **LESS THAN SIGNIFICANT IMPACT**

*a.ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?*

Police protection is provided by the Long Beach Police Department (LBPd). The Downtown Plan FEIR determined that the Downtown Plan would incrementally increase demands on the LBPd and that this increase would have the potential to require the expansion or replacement of existing facilities. However, the potential impact from construction of such facilities was determined to be similar to the impact from construction of other development facilitated by the Downtown Plan and therefore would be less than significant. The proposed project is within the growth forecast considered in the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts to police protection services or increase the severity of significant impacts to police protection services beyond those identified in the Downtown Plan FEIR.

### **LESS THAN SIGNIFICANT IMPACT**

*a.iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?*

The Downtown Plan FEIR determined that the Downtown Plan would generate an estimated 670 school-age students and that while this could adversely affect schools, payment of the required school impacts fees would reduce this impact to a less than significant level. The proposed project is within the growth forecast considered as part of the Downtown Plan. The project would be required pay school impact fees. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, the Civic Center Project would not result in any new significant impacts to schools or increase the severity of significant impacts to schools beyond those identified in the Downtown Plan FEIR.

### **LESS THAN SIGNIFICANT IMPACT**

*a.iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*

The Downtown Plan FEIR determined that the Downtown Plan would have a significant and unavoidable impact on parks. Although applicants for residential development projects would be required to pay park and recreation facilities in-lieu fees, it would not be feasible to meet the City standard for parkland acreage per 1,000 residents. The proposed project includes residential development that as a condition of approval would be required to pay in-lieu fees. The project also includes the relocation of Lincoln Park, which would be constructed in place of



the existing Main Library, the environmental impacts of which will be considered in the SEIR. Therefore, the Civic Center Project would not result in any new significant impacts to parks or increase the severity of significant impacts to parks beyond those identified in the FEIR.

**LESS THAN SIGNIFICANT IMPACT**

*a.v) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

Buildout of the Downtown Plan was determined to have the potential to incrementally increase demand for library services in the City, and cause demands for library services to exceed the capacity of the Main Library and at branch libraries that serve the Downtown Plan area. Expansion of the Main Library or development of an additional branch library to serve the Downtown Plan area may be necessary during the life of the plan. However, the potential impact from construction of new library facilities was found to be similar to the impact from construction of development as analyzed in the Downtown Plan FEIR and would therefore be less than significant. The proposed project may generate additional demand on libraries. It also includes development of a new Main Library, and these expanded facilities may serve the additional population. Environmental impacts related to the development of Main Library will be considered in the SEIR as part of the proposed project. Therefore, the Civic Center Project would not result in any new significant impacts to libraries or other public facilities or increase the severity of significant impacts to libraries or other public facilities beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XV. Recreation**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*a) Would the project 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?

The City of Long Beach owns and operates approximately 3,100 acres of public land for recreation, including community parks, neighborhood parks, sports parks, open spaces, beaches, community centers, and marinas. While Recreation impacts were not specifically addressed within the Downtown Plan FEIR, impacts to parks and recreational facilities were discussed in the FEIR Public Services section. Please see Section XIV(a.iv) above for discussion.

**LESS THAN SIGNIFICANT IMPACT**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. Transportation/Traffic</b>				
-- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	■	□	□	□
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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?	□	□	□	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	■	□	□	□
e) Result in inadequate emergency access?	□	□	■	□
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or	□	□	■	□



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVI. Transportation/Traffic**

-- Would the project:

otherwise substantially decrease the performance or safety of such facilities?

*a) Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*

*b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The Congestion Management Program (CMP) for Los Angeles County requires that the traffic impact of individual development projects of potential regional significant be analyzed. A significant impact would occur when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing LOS F. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity. Construction of the proposed project would generate temporary construction-related traffic such as deliveries of equipment and materials to the project site and construction worker traffic. The project would also generate traffic during its operation. The Downtown Plan FEIR determined that the Downtown Plan would result in significant impacts at 16 intersections and would result in a significant and unavoidable impact. The impact of construction and operational traffic for the proposed project will be analyzed in the SEIR and additional project-specific mitigation will be developed as appropriate.

The project includes the demolition of the former Long Beach Courthouse. The Long Beach Courthouse Demolition Project Draft EIR determined that impacts related to conflicts with applicable plans and a CMP would be less than significant with implementation of mitigation involving the development of a Construction Management Plan.

**POTENTIALLY SIGNIFICANT IMPACT**

*c) Would the project 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?*

The Initial Study for the Downtown Plan determined that the Plan would not result in a change in air traffic patterns. The proposed project is within the parameters of the Downtown Plan and included in the area analyzed by the Initial Study. Therefore, the Civic Center Project would not result in any new significant impacts related to air traffic patterns or increase the severity of significant impacts to air traffic patterns beyond those identified in the Downtown Plan FEIR.



**NO IMPACT**

*d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

The Downtown FEIR determined that the Downtown Plan would not result in any significant impacts related to design hazards. Construction of the proposed project would generate temporary construction-related traffic such as deliveries of equipment and materials to the project site and construction worker traffic. The project would also generate traffic during its operation. This traffic and the proposed changes to the circulation system would have the potential to increase hazards due to design features. This impact will be analyzed in the Downtown Plan SEIR.

**POTENTIALLY SIGNIFICANT IMPACT**

*e) Would the project result in inadequate emergency access?*

The Downtown Plan FEIR determined that impacts related to emergency access would be less than significant because the Downtown Plan would not alter through-traffic operations for emergency vehicles or eliminate existing roads or cause more circuitous access conditions. The proposed project is within the parameters of the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts to emergency access or increase the severity of significant impacts to emergency access beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**

*f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?*

The Downtown Plan FEIR determined that the Downtown Plan would have no impact with regard to an adopted alternative transportation plan. The proposed project is within the parameters of the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts to alternative transportation plans or increase the severity of significant impacts to alternative transportation plans beyond those identified in the FEIR.

**LESS THAN SIGNIFICANT IMPACT**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVII. Utilities and Service Systems**



-- Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?                            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

*b) Would the project 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?*

*e) Would the project 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?*

The Downtown Plan FEIR determined that buildout of the Downtown Plan would incrementally increase wastewater treatment demand in the City. Wastewater treatment services would be supplied to the proposed project through the Sanitation Districts of Los Angeles County (LACSD). Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the LACSD. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant (WRP) of the LACSD.



According to a May 14, 2015 comment letter received in response to the Notice of Preparation for the Draft SEIR, the wastewater generated by the project would be treated at the JWPCP in the City of Carson, which has a design capacity of 400 million gallons per day (mgd) and an average flow of 263.4 mgd (LACSD, Notice of Preparation Response letter). Buildout of the Downtown Plan would increase average wastewater flow by approximately 1.834 million gallons/day (mgd), which is within the capacity of the JWPCP.

According to LACSD's comment letter, the wastewater from the proposed project would discharge to a local sewer line for conveyance to LACSD's De Forest Avenue Trunk Sewer, which, as of 2012, had a design capacity exceeding its peak flow conveyance. Currently, local sewer lines have design capacity exceeding peak flow; however, if sewer improvements were conducted in conjunction with the proposed project, pipe replacement and improvements would be in the same location as existing sewer lines; therefore, any upgrades required by the proposed project would not create long-term environmental impacts. In addition, LACSD charges a connection fee in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. According to LACSD's comment letter, expansion of facilities would be sized and service phased in a manner that is consistent with the Southern California Association of Government's regional growth forecast. Treatment infrastructure serving the City has sufficient excess capacity to meet anticipated peak flow demands. Therefore, the impact on wastewater treatment facilities was determined to be less than significant. The proposed project would implement the Downtown Plan and its wastewater treatment demand was accounted for in the Downtown Plan FEIR. Therefore, no new impacts would occur and further analysis of these issues in the SEIR is not warranted.

#### **LESS THAN SIGNIFICANT IMPACT**

*c) Would the project 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?*

Please see Section IX, *Hydrology and Water Quality*, for discussion of potential project impacts to the City's storm drain system.

#### **LESS THAN SIGNIFICANT IMPACT**

*d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Water for the Long Beach service area is supplied by groundwater, imported water, and reclaimed wastewater. Buildout of the Downtown Plan would incrementally increase water demand in the City. However, Long Beach Water Department (LBWD) water supplies were determined to be sufficient to meet the projected demand based on the FEIR. Therefore, the impact on water supply and demand was determined to be less than significant. All projects built within the Downtown Plan would be required to comply with all applicable City ordinances and Best Management Practices pertaining to water conservation. These may include the use of water efficient plumbing fixtures, landscape water conservation, and payment of water demand mitigation fees (Downtown Plan FEIR, 2011). A Water Availability Assessment (WAA) for the Downtown Plan was prepared by the LBWD, and adopted by the Water Board on August 12, 2010. According to the WAA and the FEIR, LBWD extracts virtually



all of its groundwater from the Central Basin, and it is reasonable to assume that no difficulties would be encountered extracting this groundwater through 2030 based on the following combination of factors:

- The Central Basin adjudication prevents over-drafting by imposing strict limits on extraction from the basin;
- The adjudication has imposed upon the Water Replenishment District of Southern California (WRD) the mandate to provide for the continual replenishment of the basin;
- WRD has fulfilled this mandate well, increasing the amount of water stored in the basin since the time of adjudication; and
- WRD is expected to continue to maintain the groundwater level in the basin in the future, given its mandate and access to resources, through the fee it imposes whenever water is extracted.

According to the Downtown Plan FEIR, development projects built within the Downtown Plan that conform to the provisions of the plan have been anticipated by the LBWD and would not be required to prepare a project-specific Water Availability/Supply Assessment during the development review phase of project entitlement. This will be the case unless unanticipated water demand or significant changes in the circumstances or conditions affecting the availability of the public water system to provide sufficient supply of water for the proposed Project, as noted in the WAA. The recent drought has changed conditions affecting the availability of water in southern California.

In July 2014 and in response to recent drought conditions, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. Local water agencies have responded with declarations that prohibit water users from filling pools and spas or restrict when or for how long users can irrigate landscaping. On February 27, 2014, the Long Beach Board of Water Commissioners declared an Imminent Water Supply Shortage for the City followed by a Stage 1 Water Supply Shortage on November 20, 2014 (LBWD, website, accessed March 18, 2015). The declarations prohibit the use of potable water for filling residential pools and spas and have restricted the days and durations during which residents can irrigate landscaping in order to conserve remaining water reserves. In February 2015, the Metropolitan Water District of Southern California (Metropolitan) reevaluated its water supplies and outlined scenarios that could require the agency to limit water deliveries by 5 to 10 percent by July 1, 2015 and prompt mandatory rationing during summer months. More recently, the California Department of Water Resources (DWR) announced that Metropolitan's 15 percent State Water Project allocation would be increased to 20 percent in 2015. Despite this anticipated increase, Metropolitan reiterated its commitment in March 2015 to carefully managing water supplies in case drought conditions continue to persist.

To increase water conservation, Metropolitan has implemented rebate programs to incentivize the use of water efficient fixtures and equipment for residences, businesses, industry, institutions, and large landscapes in southern California (Metropolitan, website, accessed March 9, 2015). Metropolitan's rebate programs include SoCalWater\$mart, which assists customers with installing high-efficiency toilets, clothes washers, plumbing fixtures, HVAC, sprinkler controllers, soil moisture sensors and more (Additional information at



www.socalwatersmart.com). Metropolitan's Water Savings Incentive Program assists large water volume users in implementing large scale water saving projects, such as projects to overhaul industrial processes to increase water reuse or install valves and pumps to improve agricultural irrigation efficiency (Additional information at [http://bewaterwise.com/Water\\_Saving\\_Incentive\\_Program\\_Brochure\\_WEB.pdf](http://bewaterwise.com/Water_Saving_Incentive_Program_Brochure_WEB.pdf)). More water conservation resources and tips from Metropolitan and information on how Metropolitan is responding to the drought are available at [bewaterwise.com](http://bewaterwise.com).

As described above, the recent drought has led to restrictions on water use in southern California, increased incentives for water conservation, and the potential for water rationing during summer months. If MWD implements water rationing in the summer months, the proposed project would be required to comply with any additional restrictions on water use that the City implements, which may include additional restrictions on landscape irrigation and promotion of non-potable water use, such as grey water, as described in SWRCB's Resolution 2014-0038. Therefore, the Civic Center Project would not result in any new significant impacts to water supplies or increase the severity of significant impacts to water supplies beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**

*f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

*g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

Buildout of the Downtown Plan would incrementally increase solid waste disposal treatment demand in the City. Based on LACSD's operation of the Mesquite Regional Landfill, which is permitted for up to 20,000 tons per day for approximately 100 years, adequate landfill capacity exists to accommodate solid waste disposal needs of buildout under the Downtown Plan. The Downtown Plan FEIR determined that impacts related to solid waste disposal would be significant but mitigable for the Downtown Plan. The project would be subject to the same general mitigation measures identified and analyzed in the FEIR, specifically Utilities-3(a) through Utilities-3(d), which require verification that construction waste disposal services recycle all demolition and construction-related waste, the provisioning of temporary waste separation bins onsite during demolition and construction, and the provisioning of recycling bins and educational materials during operation of the project to residential and commercial tenants. The FEIR determined that impacts related to solid waste would be significant but mitigable for implementation of the Downtown Plan. The proposed project is within the growth forecast considered in the Downtown Plan. Therefore, the Civic Center Project would not result in any new significant impacts related to solid waste or increase the severity of significant impacts related to solid waste beyond those identified in the Downtown Plan FEIR.

**LESS THAN SIGNIFICANT IMPACT**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVIII. Mandatory Findings of Significance**

- |   |   |   |   |   |
|---|---|---|---|---|
| a) Does the project 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? | ■ | □ | □ | □ |
| b) Does the project 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) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?   | ■ | □ | □ | □ |

*a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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?*

*b) Does the project 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) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

As described in the sections above, the proposed project may generate impacts in the following areas: Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Noise, and Transportation/Traffic. These issue areas as well as potential cumulative impacts will be



evaluated in the SEIR and any feasible mitigation measures will be identified to avoid and/or reduce any significant impacts.

***POTENTIALLY SIGNIFICANT IMPACT***



## REFERENCES

### Bibliography

California Environmental Protection Agency (CalEPA). Climate Action Team Report to Governor Schwarzenegger and the Legislature. March 2006. Available: [http://www.climatechange.ca.gov/climate\\_action\\_team/reports/2006-04-03\\_FINAL\\_CAT\\_REPORT\\_EXECSUMMARY.PDF](http://www.climatechange.ca.gov/climate_action_team/reports/2006-04-03_FINAL_CAT_REPORT_EXECSUMMARY.PDF)

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map (FIRM), Los Angeles, California, and Incorporated Areas, Map Number 06037C1820F. September 2008.

Long Beach, City of, Downtown Plan, January 2012.

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SCAQMD. 2012 Air Quality Management Plan. Available at: <http://www.aqmd.gov/aqmp/2012aqmp/index.htm>

SCAQMD. Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15: "Proposed Tier 3 Quantitative Thresholds - Option 1", September 2010.





# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 W. Ocean Blvd. Long Beach, CA 90802 (562) 570-6458 - FAX (562) 570-6068

## NOTICE OF PREPARATION

**TO:** Agencies, Organizations and Interested Parties

**SUBJECT:** Notice of Preparation of a Draft Supplemental Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

Pursuant to Public Resources Code Section 21165 and the Guidelines for the California Environmental Quality Act (CEQA) Section 15050, the City of Long Beach is the Lead Agency responsible for preparation of a Supplemental Environmental Impact Report (SEIR) addressing potential impacts associated with the project identified below.

**AGENCIES:** The purpose of this notice is to serve as a Notice of Preparation (NOP) of a SEIR pursuant to the State CEQA Guidelines Section 15082, and solicit comments and suggestions regarding the scope and content of the SEIR to be prepared for the proposed project. Specifically, the City of Long Beach requests input on environmental information germane to your agency's statutory responsibility in connection with the proposed project. Your agency may rely on the Draft SEIR prepared by the City when considering permits or other approvals for this project.

**ORGANIZATIONS AND INTERESTED PARTIES:** The City of Long Beach requests your comments and concerns regarding the proposed scope and content of the environmental information to be included in the SEIR.

**PROJECT TITLE:** Civic Center Project

**PROJECT LOCATION:** The project site includes several areas throughout downtown Long Beach: Civic Block, Lincoln Park Block, Third & Pacific Block, and Center Block. The larger portion of the project site is bounded by Magnolia Avenue and Chestnut Avenue to the west, Broadway to the north, Pacific Avenue to the east, and Ocean Boulevard to the south. In addition, a smaller part of the project site is bounded by Third Street, Cedar Avenue, and Pacific Avenue.

**PROJECT DESCRIPTION:** The design of the proposed Civic Center project follows the guidance of the Downtown Plan, which was adopted in January 2012. A Final Program Environmental Impact Report (FEIR) was prepared for the Downtown Plan in accordance with CEQA and certified in January 2012. The project includes a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. In total, the proposal includes six new buildings, three new parking garages, related infrastructure and landscaping, and two new public street extensions of Chestnut Avenue and Cedar Avenue through the project site. Both the City Hall and Port buildings would be 11 stories in height. The project also includes the demolition of the former Long Beach Courthouse building. The Long Beach Courthouse Demolition Project was studied in a Draft EIR (SCH# 2014051003) that was circulated in October and November of 2014.

**PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT:** Based on the findings of the Initial Study, the proposed project could have potentially significant impacts on the following environmental factors: **Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Noise, and Transportation/Traffic.**

**Scoping Meeting.** The City of Long Beach, in its role as Lead Agency, will hold a public scoping meeting to provide an opportunity for the public and representatives of public agencies to address the scope of the Supplemental Environmental Impact Report. The Scoping Meeting for the project is scheduled for **Thursday, April 30, 2015, from 5:00 pm to 6:30 pm** at the following location:

**Long Beach Main Library Lower Lobby  
101 Pacific Avenue  
Long Beach, CA**

**PUBLIC REVIEW PERIOD:** This NOP is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). The public review and comment period during which the City of Long Beach will receive comments on the NOP for this proposed project **begins Thursday, April 16, 2015 and ends Friday, May 15, 2015 at 4:30 pm.**

**THE NOP AND INITIAL STUDY ARE AVAILABLE FOR PUBLIC REVIEW AT THE FOLLOWING LOCATIONS:**

City Hall, 333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach Main Library, 101 Pacific Avenue  
Online at: [www.lbds.info/planning/environmental\\_planning/environmental\\_reports.asp](http://www.lbds.info/planning/environmental_planning/environmental_reports.asp)

**RESPONSES AND COMMENTS:** Please list a contact person for your agency or organization, include U.S. mail and email addresses, and send your comments to:

Craig Chalfant  
Planning Bureau, Development Services Department  
City of Long Beach  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Or via phone at: (562) 570-6368  
Or via email to: [craig.chalfant@longbeach.gov](mailto:craig.chalfant@longbeach.gov)



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

City of Long Beach  
RECEIVED

MAY 04 2015



April 24, 2015  
Planning Bureau

Craig Chalfant

Planning Bureau, Development Services Department  
City of Long Beach  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

### Notice of Preparation of a CEQA Document for the Civic Center Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

#### Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts

when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD’s Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [Jwong1@aqmd.gov](mailto:Jwong1@aqmd.gov) or call me at (909) 396-3176.

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.

Program Supervisor

Planning, Rule Development & Area Sources

LAC150417-03

Control Number



Edmund G. Brown Jr.  
Governor

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



Ken Alex  
Director

Notice of Preparation

April 16, 2015

To: Reviewing Agencies

Re: Civic Center Project  
SCH# 2015041054

Attached for your review and comment is the Notice of Preparation (NOP) for the Civic Center Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Craig Chalfant**  
City of Long Beach  
333 W. Ocean Boulevard, 5th Floor  
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2015041054  
**Project Title** Civic Center Project  
**Lead Agency** Long Beach, City of

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**Type** NOP Notice of Preparation  
**Description** The project includes a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. The project also includes the demolition of the former Long Beach Courthouse building. In total, the proposal includes six new buildings, three new parking garages, related infrastructure and landscaping, and two new public street extensions of Chestnut Avenue and Cedar Avenue through the project site. The Lincoln Park garage and Broadway garage would be preserve and would be used by city staff and public parking as it is today. Both the City Hall and Port buildings would be up to 11 stories in height.

---

**Lead Agency Contact**

**Name** Craig Chalfant  
**Agency** City of Long Beach  
**Phone** 562 570 6368 **Fax**  
**email**  
**Address** 333 W. Ocean Boulevard, 5th Floor  
**City** Long Beach **State** CA **Zip** 90802

---

**Project Location**

**County** Los Angeles  
**City** Long Beach  
**Region**  
**Cross Streets** Ocean Blvd, Pacific Ave, Broadway, and Magnolia Ave. Pacific Ave, Third St and Cedar  
**Lat / Long** 33° 46' 5.59" N / 118° 11' 45.61" W  
**Parcel No.** 728002-5902, -5900, -2914  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** I-710, SR-1  
**Airports** No  
**Railways** Port of Los Angeles  
**Waterways** Los Angeles River  
**Schools**  
**Land Use** Mixed Use (LUD 7) / Downtown Plan (PD-30)

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**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Boating and Waterways; California Coastal Commission; Department of Conservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4

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**Date Received** 04/16/2015 **Start of Review** 04/16/2015 **End of Review** 05/15/2015

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

2015041054

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Civic Center Project

Lead Agency: City of Long Beach Contact Person: Craig Chalfant, Planner
Mailing Address: 333 West Ocean Boulevard 5th Floor Phone: (562) 570-6368
City: Long Beach Zip: 90802 County: Los Angeles

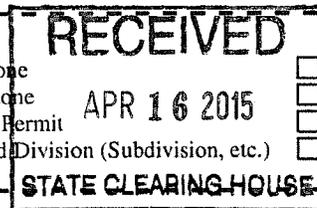
Project Location: County: Los Angeles City/Nearest Community: Long Beach
Cross Streets: Ocean Blvd, Pacific Ave, Broadway, and Magnolia Ave. Pacific Ave, Third St and Cedar Zip Code: 90802
Longitude/Latitude (degrees, minutes and seconds): 33 ° 46 ' 5.59 " N / 118 ° 11 ' 45.64 " W Total Acres: approx. 16
Assessor's Parcel No.: 728002-5902, -5900, -2914 Section: Twp.: Range: Base:
Within 2 Miles: State Hwy #: I-710, SR-1 Waterways: Los Angeles River
Airports: None Railways: Port of Los Angeles Schools:

Document Type:

CEQA: [X] NOP [ ] Draft EIR NEPA: [ ] NOI Other: [ ] Joint Document
[ ] Early Cons [ ] Supplement/Subsequent EIR [ ] EA [ ] Final Document
[ ] Neg Dec (Prior SCH No.) [ ] Draft EIS [ ] Other:
[ ] Mit Neg Dec Other:

Local Action Type:

[ ] General Plan Update [ ] Specific Plan [X] Rezone [ ] Annexation
[ ] General Plan Amendment [ ] Master Plan [ ] Prezone [ ] Redevelopment
[ ] General Plan Element [ ] Planned Unit Development [ ] Use Permit [ ] Coastal Permit
[ ] Community Plan [X] Site Plan [X] Land Division (Subdivision, etc.) [ ] Other:



Development Type:

[ ] Residential: Units Acres
[ ] Office: Sq.ft. Acres Employees
[ ] Commercial: Sq.ft. Acres Employees
[ ] Industrial: Sq.ft. Acres Employees
[ ] Transportation: Type
[ ] Mining: Mineral
[ ] Educational:
[ ] Power: Type MW
[ ] Recreational:
[ ] Waste Treatment: Type MGD
[ ] Water Facilities: Type MGD
[ ] Hazardous Waste: Type
[ ] Other:

Project Issues Discussed in Document:

[X] Aesthetic/Visual [ ] Fiscal [X] Recreation/Parks [X] Vegetation
[X] Agricultural Land [X] Flood Plain/Flooding [X] Schools/Universities [X] Water Quality
[X] Air Quality [X] Forest Land/Fire Hazard [X] Septic Systems [X] Water Supply/Groundwater
[X] Archeological/Historical [X] Geologic/Seismic [X] Sewer Capacity [X] Wetland/Riparian
[X] Biological Resources [X] Minerals [X] Soil Erosion/Compaction/Grading [ ] Growth Inducement
[ ] Coastal Zone [X] Noise [X] Solid Waste [X] Land Use
[X] Drainage/Absorption [X] Population/Housing Balance [X] Toxic/Hazardous [X] Cumulative Effects
[ ] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [ ] Other:

Present Land Use/Zoning/General Plan Designation:

Mixed Use (LUD 7)/Downtown Plan (PD-30)

Project Description: (please use a separate page if necessary)

The project includes a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. The project also includes the demolition of the former Long Beach Courthouse building. In total, the proposal includes six new buildings, three new parking garages, related infrastructure and landscaping, and two new public street extensions of Chestnut Avenue and Cedar Avenue through the project site. The Lincoln Park garage and Broadway garage would be preserved and would be used by city staff and public parking as it is today. Both the City Hall and Port buildings would be up to 11 stories in height.

NOP Distribution List

Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Nicole Wong
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Lisa Johansen
- Dept. of Conservation  
Elizabeth Carpenter
- California Energy Commission  
Eric Knight
- Cal Fire  
Dan Foster
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons

Fish & Wildlife Region 1E

- Laurie Harnsberger
- Fish & Wildlife Region 2  
Jeff Drongesen
- Fish & Wildlife Region 3  
Charles Armor
- Fish & Wildlife Region 4  
Julie Vance
- Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- Fish & Wildlife Region 6  
Tiffany Ellis  
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M  
Heidi Sickler  
Inyo/Mono. Habitat Conservation Program
- Dept. of Fish & Wildlife Marine Region  
George Isaac

OES (Office of Emergency Services)

- Dennis Castrillo
- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Caltrans, District 8

- Mark Roberts
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Maureen El Harake

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)

CalEPA

- Air Resources Board
- All Other Projects  
Cathi Slaminski
- Transportation Projects  
Nesamani Kalandiyur
- Industrial/Energy Projects  
Mike Tollstrup
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Jeffery Werth  
Division of Drinking Water
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Phil Crader  
Division of Water Rights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

Cal State Transportation Agency CalSTA

- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning HQ LD-IGR  
Terri Pencovic
- California Highway Patrol  
Suzann Ikeuchi  
Office of Special Projects

Other Departments

- Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture
- Dept. of General Services  
Public School Construction
- Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- Delta Stewardship Council  
Kevan Samsam
- Housing & Comm. Dev.  
CEQA Coordinator  
Housing Policy Division

Fish and Game

- Dept. of Fish & Wildlife  
Scott Flint  
Environmental Services Division
- Fish & Wildlife Region 1  
Donald Koch

Independent Commissions, Boards

- Delta Protection Commission  
Michael Machado

Other office of liability construction

Conservancy



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY  
FIRE CHIEF  
FORESTER & FIRE WARDEN

May 11, 2015

Craig Chalfant, Planner  
City of Long Beach  
Development Services Department  
333 West Ocean Boulevard  
Long Beach, CA 90802

Dear Mr. Chalfant:

**NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL  
IMPACT REPORT, "CIVIC CENTER PROJECT", INCLUDES A NEW CITY HALL, A  
NEW PORT BUILDING FOR HARBOR DEPARTMENT ADMINISTRATION, AND A  
COMMERCIAL MIXED DEVELOPMENT, LONG BEACH (FFER 201500070)**

The Notice of Preparation of a Draft Supplement Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

**PLANNING DIVISION:**

1. The subject property is entirely within the City of Long Beach, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

**LAND DEVELOPMENT UNIT:**

1. This project is located entirely within the City of Long Beach. Therefore, the City of Long Beach Fire Department has jurisdiction concerning this project and will be

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS  
ARTESIA  
AZUSA  
BALDWIN PARK  
BELL  
BELL GARDENS  
BELLFLOWER  
BRADBURY

CALABASAS  
CARSON  
CERRITOS  
CLAREMONT  
COMMERCE  
COVINA  
CUDAHY

DIAMOND BAR  
DUARTE  
EL MONTE  
GARDENA  
GLEN DORA  
HAWAIIAN GARDENS  
HAWTHORNE

HIDDEN HILLS  
HUNTINGTON PARK  
INDUSTRY  
INGLEWOOD  
IRWINDALE  
LA CANADA FLINTRIDGE  
LA HABRA

LA MIRADA  
LA PUENTE  
LAKEWOOD  
LANCASTER  
LAWDALE  
LOMITA  
LYNWOOD

MALIBU  
MAYWOOD  
NORWALK  
PALMDALE  
PALOS VERDES ESTATES  
PARAMOUNT  
PICO RIVERA

POMONA  
RANCHO PALOS VERDES  
ROLLING HILLS  
ROLLING HILLS ESTATES  
ROSEMEAD  
SAN DIMAS  
SANTA CLARITA

SIGNAL HILL  
SOUTH EL MONTE  
SOUTH GATE  
TEMPLE CITY  
WALNUT  
WEST HOLLYWOOD  
WESTLAKE VILLAGE  
WHITTIER

Craig Chalfant, Planner  
May 11, 2015  
Page 2

setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

2. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243.
3. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the final Document.

**HEALTH HAZARDOUS MATERIALS DIVISION:**

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no objection to the project at this time; however, the future residential development proposed in the project would likely require environmental oversight of an authorized government agency prior to site grading activities.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

KTJ:ad



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
[www.lacsd.org](http://www.lacsd.org)

GRACE ROBINSON HYDE  
Chief Engineer and General Manager

May 14, 2015

Ref File No.: 3290765

Mr. Craig Chalfant, Planner  
Development Services Department  
City of Long Beach  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Mr. Chalfant:

## Civic Center Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on April 17, 2015. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' De Forest Avenue Trunk Sewer, located in Broadway at the Long Beach Freeway. This 36-inch diameter trunk sewer has a design capacity of 39.4 million gallons per day (mgd) and conveyed a peak flow of 5.6 mgd when last measured in 2012.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 263.4 mgd.
3. The expected increase in average wastewater flow from the proposed project consisting of a 270,000-square-foot city hall building, a 240,000-square-foot port building, a 92,000-square-foot library, 40,000 square feet of retail structure, a total of 780 apartment units, and a 200-room hotel, is 113,690 gallons per day, after all structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, go to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is

issued. For more information and a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org), Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

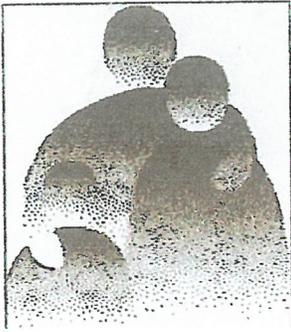
Grace Robinson Hyde



Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

cc: M. Sullivan  
J. Ganz



# Long Beach Area Coalition for the Homeless

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May 19, 2015

To: Craig Chalfant  
Project Bureau, Development Services  
Department  
City of Long Beach  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

From: The Long Beach Area Coalition for the Homeless

RE: Scoping for the Civic Center Project  
Supplemental EIR

P.O. BOX 92365  
Long Beach, Ca. 90809  
(562) 438-3183

**Coalition Officers:**

*Patricia Benoit President*  
*Kit Wilke V-P Communications*  
*Arlene Mercer Treasurer*  
*Jaylene Westfall-Secretary*  
*Barb McPherson Newsletter Edit.*  
*Sam Dragga Website Manager*  
*Mary Coburn Program Manager*

**Coalition Directors**

*James Brown*  
*Linda Dragga*  
*Ron Jordan*  
*Louis Mena*  
*Gary Shelton*

**Organization:**

California Heights United Methodist Church,  
CAN-LB Community Action Network  
City of Long Beach  
Dept. Health and Human Services  
Housing Services Bureau  
Disabled Resources Center  
Downtown Long Beach Associates, Inc.  
First Congregational Church  
Food Finders  
Housing Long Beach  
J. S. Gumbiner Foundation  
Jewish Family & Children Services  
Long Beach Christ Second Baptist Church  
Long Beach/South Bay Substance Abuse  
Coalition  
National Coalition on Alcoholism  
National Mental Health Assoc of Greater Los  
Angeles (The Village ISA)  
New Image Emergency Shelter  
Olive Crest  
PATH Ventures  
Proclaim International Ministries  
South Coast Interfaith Council  
St. Luke's Episcopal Church  
Universal Unitarian Church—Social Action  
Committee  
Urban Community Outreach—Drop-In-Center  
U.S. Vets of Long Beach  
VA Long Beach Healthcare System

**Individuals:**

John Demeduk  
Helen Freeborn  
Ron Jorday  
Edmond King  
Sandy Kroll  
Alan Lowenthal  
Judith Rigney  
Peter Rosenwald

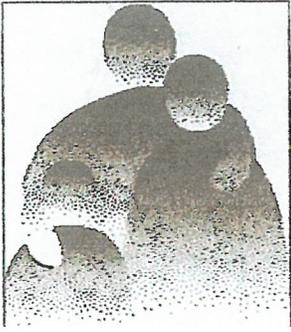
Dear Mr. Chalfant:

The Draft Initial Study of April, 2015 overlooks a Potentially Significant Impact which was brought up at the April 24, 2015 Scoping session. The following is a fuller explanation of the oversight and also suggests a possible mitigation for the impact.

Although the Civic Center Project Draft Initial Study does look at whether the project would “displace substantial numbers of people necessitating the construction of housing elsewhere,” (XII Population and Housing, pp 37-38), its conclusion that there would not be “any new significant impacts related to the displacement of people...” is not an accurate assessment.

For several decades, a quantified number of people has had a continuous presence in the current Civic Center complex, particularly Lincoln Park and portions of the Main Library's exterior. These are people exposed to and sensitive to the elements, including Special Needs Families—those of women heads of household, large families and those with elderly or disabled members, as defined in the 2013-2021

General Meeting: First Wednesday of Every Month at 8:30 AM  
at the Multi-Service Center for the Homeless  
1301 West 12<sup>th</sup> Street, Long Beach CA 90813



## Long Beach Area Coalition for the Homeless

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Housing Element of the city's General Plan. Lincoln Park is expected to be completely closed from 2016 to 2020. During that time, 100% of the people usually there will be displaced, numbering to 55 persons on any given day.

It is important to note that nowhere in the Downtown Plan PD-30 Final EIR is there any mention of the people who, needing to be somewhere, spend their days in the Civic Center, and thus in the Draft Initial Study there is not any consideration specific to their 100% displacement.

It's difficult to imagine what could be a more "Significant Impact" than the displacement of 100% of a given number of people. That displacement is what should now be considered within the Scope of the Supplemental EIR. Along with such consideration, it should be studied, evaluated and subsequently rated, appropriately, as "Potentially Significant Unless Mitigation Incorporated," rather than "Less than Significant Impact" as it is now. CEQA calls for the presence of these people to be recognized and that an effort be made to rate this impact on them and that the need to incorporate mitigation be stated.

Another criterion of Potentially Significant Impact to these people is the loss of community cohesion in a project area. In the Long Beach Civic Center and in Lincoln Park, a sense of community has arisen among the people always found outdoors there. 100% displacement of them is certain to occur, is a significant impact and necessitates consideration.

Although the Scoping process itself need not suggest how to bring about mitigation of a Significant Impact (where the displaced people might go, for example), there is a relevant model which can serve as a solution for "necessitating the construction of replacement housing elsewhere." Dozens of cities across the continent have created various types of "Day Shelters" to fill the gap caused by nighttime accommodations being closed during the day. A "Day Shelter" will be needed as soon as Lincoln Park is closed, one with added social services to lead the people to permanent housing, and it.

Regards,

Gary Shelton, Advocacy Chairman  
for The Long Beach Area Coalition for the Homeless



SOUTHERN CALIFORNIA  
ASSOCIATION OF  
GOVERNMENTS

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

**Officers**

President

Cheryl Viegas-Walker, El Centro

First Vice President

Michele Martinez, Santa Ana

Second Vice President

Margaret Finlay, Duarte

Immediate Past President

Carl Morehouse, San Buenaventura

**Executive/Administration  
Committee Chair**

Cheryl Viegas-Walker, El Centro

**Policy Committee Chairs**

Community, Economic and  
Human Development  
Bill Jahn, Big Bear

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Alan Wapner, San Bernardino  
Associated Governments

May 15, 2015

Mr. Craig Chalfant  
City of Long Beach  
Planning Bureau, Development Services Department  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, California 90802  
Email: [craig.chalfant@longbeach.gov](mailto:craig.chalfant@longbeach.gov)

**RE: SCAG Comment on the Notice of Preparation of a Draft Supplemental  
Environmental Impact Report for the Civic Center Project [SCAG NO. IGR8451]**

Dear Mr. Chalfant,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Civic Center Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.<sup>1</sup> Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Civic Center Project in Los Angeles County. The proposed project includes a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. A 200-room hotel may also be included as part of the proposed development.

**When available, please send environmental documentation to SCAG's office in Los Angeles or by email to [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov) providing, at a minimum, the full public comment period for review.** If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov). Thank you.

Sincerely,

A handwritten signature in black ink that reads "Ping Chang". The signature is written in a cursive, flowing style.

Ping Chang,  
Program Manager II, Land Use and Environmental Planning

<sup>1</sup> SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF  
A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR  
THE CIVIC CENTER PROJECT [SCAG NO. IGR8451]**

**CONSISTENCY WITH RTP/SCS**

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

**2012 RTP/SCS Goals**

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

<b>SCAG 2012 RTP/SCS GOALS</b>	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

**RTP/SCS Strategies**

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

**Regional Growth Forecasts**

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Long Beach Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	491,000	534,100
Households	6,458,000	7,325,000	175,600	188,900
Employment	8,414,000	9,441,000	176,000	184,800

**MITIGATION**

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: [http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR\\_AppendixG\\_ExampleMeasures.pdf](http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf)

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7-OFFICE OF REGIONAL PLANNING

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-9140

FAX (213) 897-1337

www.dot.ca.gov

*Serious drought.  
Help save water!*

May 15, 2015

Mr. Craig Chalfant  
City of Long Beach  
Development Services  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

**Re: Civic Center Project**

Notice of Preparation of Draft EIR

IGR No: 150449/EA, SCH#2015041054

Vic: LA / 710 /6.058-6.273

Dear Mr. Chalfant:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Civic Center Project. The proposed project includes a new City Hall, a new Port Building for Harbor Department administration, a new and relocated Main Library, a redeveloped Lincoln Park, a residential development, and a commercial mixed use development. The project involves the demolition of the former Long Beach Courthouse building.

As the State agency with jurisdiction over State highway transportation facilities, Caltrans is concerned with potential increase in traffic volumes directed to them as it might exacerbate existing congestion. Regional access to the Long Beach Civic Center area is provided via Interstate 710 (I-710).

It is Caltrans' mission to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. In an effort to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development and to ensure a safe, efficient, and reliable transportation system, we encourage the local jurisdictions and project proponents to consult with Caltrans on all development projects that utilize the multimodal transportation network.

Please require that the project traffic engineer conduct a Traffic Impact Analysis (TIA) to evaluate potential transportation impacts to the I-710. Please refer traffic engineers to follow the Caltrans Guide for the Preparation of Traffic Impacts Studies, which can be accessed online at: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

The TIA should include evaluation of potential traffic impacts to the regional transportation system including the I-710 mainline, nearest on-and-off ramps, and ramp intersections. Potential impacts to I-710 should be analyzed south of the Anaheim Street interchange. Caltrans request evaluation of potential impacts to freeway ramps and ramp intersections. Vehicle queues to mainline freeway lanes

should be avoided. Please include mitigation improvements if the off-ramp storage capacity is projected to be exceeded. Please consult with Caltrans to obtain concurrence as to the limits of the study area and methods of analysis. Caltrans generally follows Highway Capacity Manual methods of highway analysis.

Listed below are elements of what Caltrans generally expects in a traffic impact study:

- Presentations of assumptions and methods used to develop trip generation, trip distribution, trip assignments, and choice of travel mode. Travel modeling should be consistent with other regional and local modeling forecasts and with travel data.
- Inclusion of all appropriate traffic volumes. Analysis should include a) traffic from the project(s) under consideration, b) cumulative traffic from all approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from the project and developments. Any assumptions of vehicle trip reductions due to existing uses, internal captured trips, pass-by trips, or transit usage needs to be justified.
- Analysis of AM, and PM peak-hour volumes for both existing and future conditions in the affected area. Future conditions should extend to the horizon year build-out year of the Specific Plan.
- Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including a description of transportation infrastructure improvements, financial costs, funding sources and financing, sequence and scheduling considerations, implementation responsibilities, controls and monitoring.
- A plan of realistic mitigation measures under the control of the lead agency or project sponsors or specification percent shares of the costs for various mitigation actions undertaken by other agencies. Any traffic mitigation fees may be assessed proportionally with the additional traffic generated by the project. (See Caltrans' Traffic Impact Study Guide for a suggested formula).

We encourage the City consider vehicle demand-reducing strategies. These may include incentives for commuters to use transit, park-and-ride lots, discounts on monthly bus and rail passes, shuttle buses, vanpools, etc. To the extent that more of the population shifts to transit for some of their inter-regional trips, future cumulative traffic impacts to freeways may be satisfactorily mitigated. Proximity to public transit may not be enough incentive to cause the desired mode switch.

Caltrans recommends that the City establish a Transportation fund or a funding plan to implement improvements that may be too costly for one specific development. Specific projects can contribute to the funding of improvements to State highways and City streets.

Please be aware that although the lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. The CMP does not adequately address cumulative transportation impacts and does not analyze for safety, weaving problems, or delay. The 2010 CMP Guidelines,

Mr. Craig Chalfant  
May 15, 2015  
Page 3

Appendix D, states that Caltrans should be consulted for the analysis of State highway facilities. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements of the traffic impact analysis.

In the spirit of mutual cooperation, Caltrans staff is available to work with the project's traffic engineers to identify the parameters of traffic impact analysis such as study area, vehicle trip reduction factors, method of analysis, significant criteria, and possible mitigation measures if any are necessary.

If you have any questions regarding these comments, please feel free to contact Elmer Alvarez, Project Coordinator at (213) 897-6696 or electronically at [elmer.alvarez@dot.ca.gov](mailto:elmer.alvarez@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Dianna Watson". The signature is fluid and cursive, with the first name "Dianna" being more prominent than the last name "Watson".

DIANNA WATSON  
IGR/CEQA Branch Chief  
Caltrans District 7

cc: Scott Morgan, State Clearinghouse

LONG BEACH

# HERITAGE



POST OFFICE BOX 92521 LONG BEACH CA 90809

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May 15, 2015

**What is the impediment to adaptive re-use for the court house?**

Significant measures should be taken to assess the negative impact on the cultural and physical environment and the relationship of people with that environment, as defined in 40 CFR 1508.14.

**Has there been adequate consultation?**

The State Historic Preservation Officer should be consulted on this project. A follow up to this project in terms of the "spirit of the law" of Section 106 should be explored, addressing how the city is in compliance. Given that the City seeks to demolish the courthouse, a recognized and eligible cultural asset to the citizens of Long Beach, we recommend that the SEIR should address the outcome of an assessment by a project team comprised of preservation-architects and -engineers. This team should be compensated and have complete access and opportunity to demonstrate how the current courthouse structure could potentially meet the needs of the proposed Port building.

**Historic Structures Report should be completed, along with recommendations on adaptive reuse.**

The current DEIR does not adequately address reasonable alternatives. A comprehensive HSR would offer options for reuse, as well as potential mitigation.

**What are the specific impacts to Long Beach cultural resources if this building is razed?**

The current DEIR does not adequately describe and balance the impact of the current Courthouse on our city's history. Nor does it describe the impact that its demolition will cause, especially if the city loses this only link to our traditional civic core.

**If the building is demolished, there should be significant and meaningful mitigation/restitution. What are we to expect in terms of a firm commitment for mitigation? Currently, discussions have centered around a "history component" but that is not enough. We ask that:**

- The city consider building and funding a viable Long Beach History Museum of various artifacts (both City owned and private collections)
- Mitigation dollars be used for Long Beach preservation projects (possibly handled through the Long Beach Navy Memorial Heritage Assn.

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DEPARTMENT OF PARKS AND RECREATION**

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City of Long Beach  
**RECEIVED**

MAY 19 2015

Planning Bureau



May 13, 2015

Craig Chalfant  
Planning Bureau, Development Services Department  
City of Long Beach  
333 West Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Mr. Chalfant,

**RE: NOTICE OF PREPERATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL  
IMPACT REPORT**

Thank you for including the California Office of Historic Preservation (OHP) in the environmental review process for the proposed Civic Center Project. Pursuant to the National Historic Preservation Act and the California Public Resources Code, the State Historic Preservation Officer (SHPO) and the OHP have broad responsibility for the implementation of federal and state historic preservation programs in California. We have a long history of working with the City of Long Beach (Lead Agency) through our Certified Local Government program. Our comments are offered with the intent of protecting historic and cultural resources, while allowing the City of Long Beach to meet its program needs. The following comments are based on the information included in the Notice of Preparation/Initial Study (NOP/IS) of a Draft Supplemental Environmental Impact Report for the Civic Center Project.

The proposed project is located in downtown Long Beach, and includes demolition and replacement of the existing Courthouse, City Hall, Public Library, and Lincoln Park. The proposed project also includes construction of a new Port of Long Beach administration facility. In addition to these civic buildings, the proposed project includes construction of three residential/commercial buildings, one at the corner of 3<sup>rd</sup> Street and Pacific Boulevard, and two on the site of the existing City Hall. The two existing parking structures currently occupying the site would remain unaltered.

The existing Civic Center complex was constructed between 1953 and 1977. The Civic Center complex was part of a master planned effort to revitalize the downtown Long Beach after WWII. At that time, cities around the country experienced population decreases downtown, when large numbers of citizens opted for suburban housing over urban amenities. The "Civic Center Addition" plan (Plan, 1953) expanded the Civic Center area west to North Daisy Avenue and north as far as 4<sup>th</sup> Street. The Public Safety Building and the Courthouse buildings were completed in 1960. Due to an economic downturn, completion of the Plan stalled in the late 1960s. However, by 1977

the city realized the build-out envisioned by the Plan when it finally completed City Hall, the Library, and Lincoln Park.

It is unclear in the NOP/IS what buildings and/or landscapes are considered historic resources for the purposes of CEQA. Pursuant to the CEQA Guidelines § 15064.5 there are four primary ways that a resource is determined to be historic for the purposes of CEQA:

1. A resource listed in, or determined by the State Historical Resources Commission as eligible for listing in, the California Register of Historical Resources (§ 15064.1.a.1);
2. A resource included in a local register of historical resources or identified as significant in an historical resources survey (§ 15064.1.a.2);
3. A Lead Agency determines that a resource meets the criteria for listing in the California Register of Historical Resources (§ 15064.1.a.3); or
4. The Lead Agency uses its discretion to consider any resource as historic for the purposes of CEQA (§ 15064.1.a.4).

The EIR should include an updated study of the project area to determine if the Civic Center meets the eligibility criteria for local, state, or national listing as a historic district; and therefore should be considered historic resources in order to properly identify project impacts. This project-specific survey should meet the requirements of Public Resources Code § 5024.1(g) pursuant to identifying historic resources for the purposes of CEQA. The updated survey should include contributing resources and non-contributing resources and identify character defining features of the contributing resources.

The environmental checklist indicates the proposed project would result in significant impacts to historical resources, but only identifies the Long Beach Courthouse as a historic resource. It is possible that the environmental checklist is considering demolition of the City Hall, Library, Lincoln Park, and the surrounding designed landscape as a significant impact to historical resources, but there is not enough information included in the Initial Study to know what are considered historic resources and what have been determined to lack historic significance or integrity. The updated historic resources survey should inform this portion of the DEIR and make identification of resources and significant impacts more clear.

The NOP/IS references the historic resources survey conducted as part of the Program-level EIR for the Long Beach Downtown Plan; however, there is no reference to the Civic Center complex included in that survey. It appears the Civic Center complex was excluded from the survey during the planning process. While the Civic Center Complex is within the survey area (shown in Appendix D of the PEIR), there is no status code assigned to the resources in the Civic Center. For this reason, the survey included in Appendix D of the PEIR for the Long Beach Downtown Plan is insufficient to evaluate historic resources and impacts that might result as part of the proposed project.

The updated historic resources survey conducted as part of the proposed project DEIR should be used to inform the alternatives discussion, and look for feasible alternatives to demolition of historic resources in the project area. It may be possible to achieve most of the basic project objectives while avoiding impacts to historical resources, but without accurate survey data, this becomes difficult. The DEIR should focus and seriously consider a range of feasible alternatives that will lessen and/or avoid significant environmental impacts. Pursuant to the CEQA Guidelines (§15126.6) the alternatives to the proposed project should be fully explored in the DEIR, including a *No Project Alternative, Alternate Site Alternative, Rehabilitation Alternative, Adaptive Reuse Alternative, Infill Alternative, and Alternative-use Alternative*. When addressing alternatives that have the potential to avoid significant environmental impacts of a proposed project, CEQA Guidelines § 615126.6 (b) states:

*The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.*

Therefore, the alternatives discussed in the DEIR should not be discounted merely because they may be more costly than the proposed project. All feasible alternatives that may avoid or substantially lessen significant impacts should be seriously considered in the DEIR so the decision making body and the public is fully informed during the comment and decision-making process.

Based on the information included in the DEIR for the proposed Long Beach Courthouse demolition project, the Courthouse is eligible as a landmark building, but also appears to be part of a larger historic district that includes the entire Civic Center complex. It is unclear if the potential historic district has been evaluated, which makes it difficult for the project proponents and Lead Agency to consider potential alternatives that might minimize impacts to historic resources. This should be corrected by the updated survey and alternatives discussion in the DEIR for the proposed project.

The Initial Study indicates implementation of the proposed project may result in significant impacts to resources potentially eligible for listing on the local, state, and national register. However, in the project approval section (page 4) of the Initial Study, it appears the City of Long Beach Cultural Heritage Commission will not have a chance to consider the eligibility of the resources, nor will the Cultural Heritage Commission have a chance to review and comment during the environmental review process. This omission is directly in conflict with the Downtown Plan PEIR Mitigation Measure CR-1a, which states:

*If City development Services Department staff determines that the property may be eligible for designation, the property shall be referred to the Cultural Heritage Commission, whose determination of eligibility shall be considered as part of the environmental determination for the project in accordance with CEQA.*

The Cultural Heritage Commission should be included in the environmental review process pursuant to the Program-level EIR for the Long Beach Downtown Plan. Their comments should be given consideration by the decision-making body during the CEQA process as required by Mitigation Measure CR-1a.

If the DEIR determines the project will result in significant impacts to historic resources, and these impacts are truly unavoidable through alternatives or mitigation measures, the Lead Agency will still be required to adopt mitigation measures in order to reduce the environmental impact. These mitigation measures should go beyond commonly considered measures such as Historic American Building Survey (HABS) documentation, plaques, and/or incorporating design features into the new project. The Lead Agency should make a serious attempt to involve the city's Cultural Heritage Commission, local preservation advocacy groups, and other members of the public to develop meaningful mitigation measures that promote the goals and objectives of the City's historic preservation program. Such measures could include additional historic surveys in parts of the city that have not been surveyed and/or development of design guidelines for future re-use of public buildings. Mitigation measures could be funded directly, however, we encourage the City to create a Historic Preservation Mitigation Fund, as a place to deposit compensatory mitigation funding from this and other future projects that may result in significant adverse impacts to historical and cultural resources.

Revitalization of downtown Long Beach and preservation of historic resources should be viewed as mutually beneficial goals for the City. Historic preservation should be incorporated into the planning process and used to encourage reinvestment in the downtown area. Long Beach has gone to great lengths in recent years to update the City's preservation planning tools, including a historic context document (2009), an existing conditions report (2009), and adopting a robust historic preservation element (2010) as part of the city's General Plan. These efforts in proactive preservation planning should be used to advise the current effort to revitalize downtown Long Beach. Instead, the NOP/IS downplays the potential historic significance of the Long Beach Civic Center and may cause the City to miss a great opportunity to incorporate historic resources into its vision for downtown.

If you have questions, please contact Sean de Courcy of the Local Government and Environmental Compliance Unit, at (916) 445-7042 or at [Sean.deCourcy@parks.ca.gov](mailto:Sean.deCourcy@parks.ca.gov).

Sincerely,



Carol Roland-Nawi, Ph.D.  
State Historic Preservation Officer

## **Appendix B**

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*Air Quality and Greenhouse Gas Emissions Technical Data*



**Long Beach Civic Center  
South Coast AQMD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	575.79	1000sqft	3.78	575,793.00	0
Library	92.00	1000sqft	1.73	92,000.00	0
Enclosed Parking with Elevator	509.00	Space	0.00	203,600.00	0
Enclosed Parking with Elevator	250.00	Space	0.00	100,000.00	0
Enclosed Parking with Elevator	725.00	Space	0.00	290,000.00	0
City Park	3.17	Acre	3.17	138,085.20	0
High Turnover (Sit Down Restaurant)	8.00	1000sqft	0.00	8,000.00	0
Hotel	200.00	Room	0.00	290,400.00	0
Condo/Townhouse High Rise	200.00	Dwelling Unit	0.90	235,000.00	572
Condo/Townhouse High Rise	580.00	Dwelling Unit	6.29	650,000.00	1659
Regional Shopping Center	32.00	1000sqft	0.00	32,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	9			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Civic Center includes City Hall, Port Bldg, and plaza. Total lot acreage divided by uses (estimated from site plan). SF from PD.

Construction Phase - Construction Schedule from applicant provided material. Courthouse Demolition assumed to occur before grading begins.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Demolition includes City Hall, Library, and Old Courthouse.

Grading - Grading area estimated from export study.

Architectural Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. SF updated based on phasing.

Vehicle Trips - Trip rates from LLG Traffic Study (Appendix E).

Woodstoves - Assumed compliance with SCAQMD's Healthy Hearths Initiative Rule 445 - wood burning devices cannot be installed in new developments.

Area Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. Non-residential SF does not include park.

Construction Off-road Equipment Mitigation - Assumed compliance with SCAQMD Fugitive Dust Rule 403 and Downtown Plan EIR Mitigation Measure AQ-1(c).

Mobile Land Use Mitigation - Approx. 107 du/acre (Center Block and Third and Pacific Block). Project site in Downtown.

Mobile Commute Mitigation - Assumed compliance with Downtown Plan EIR Mitigation Measure AQ-2.

Area Mitigation - Use of low-VOC paint (150 g/L for nonflat coatings) SCAQMD Rule 1113.

Energy Mitigation - Assumed compliance with DP EIR MM AQ-2 and MM GHG-2(b). Light energy reduction [https://www.energystar.gov/index.cfm?c=ssl.pr\\_why\\_es\\_com](https://www.energystar.gov/index.cfm?c=ssl.pr_why_es_com)

Water Mitigation - Assumed compliance with DP EIR MM GHG-2(b)

Waste Mitigation -

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tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	8.6600e-004	6.4000e-004

tblVehicleEF	HHD	2.3200e-003	2.1960e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.53	0.57
tblVehicleEF	HHD	1.6920e-003	1.6070e-003
tblVehicleEF	HHD	0.24	0.24
tblVehicleEF	HHD	0.28	0.26
tblVehicleEF	HHD	1.24	1.06
tblVehicleEF	HHD	5.9320e-003	5.9240e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2710e-003	1.2330e-003
tblVehicleEF	HHD	2.3200e-003	2.1960e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.60	0.65
tblVehicleEF	HHD	1.6920e-003	1.6070e-003
tblVehicleEF	HHD	0.27	0.28
tblVehicleEF	HHD	0.28	0.26
tblVehicleEF	HHD	1.32	1.14
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.71
tblVehicleEF	HHD	1.68	1.69
tblVehicleEF	HHD	54.58	52.38
tblVehicleEF	HHD	484.88	484.26
tblVehicleEF	HHD	1,524.51	1,522.69
tblVehicleEF	HHD	49.77	49.32
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	3.76	3.18
tblVehicleEF	HHD	4.18	3.31

tblVehicleEF	HHD	3.54	3.40
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	9.6100e-004	6.9000e-004
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7160e-003	8.7220e-003
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	8.6600e-004	6.4000e-004
tblVehicleEF	HHD	1.4620e-003	1.3640e-003
tblVehicleEF	HHD	0.07	0.06
tblVehicleEF	HHD	0.61	0.66
tblVehicleEF	HHD	1.0540e-003	1.0120e-003
tblVehicleEF	HHD	0.24	0.24
tblVehicleEF	HHD	0.30	0.28
tblVehicleEF	HHD	1.44	1.23
tblVehicleEF	HHD	5.1400e-003	5.1330e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.4540e-003	1.4080e-003
tblVehicleEF	HHD	1.4620e-003	1.3640e-003
tblVehicleEF	HHD	0.07	0.06
tblVehicleEF	HHD	0.69	0.75
tblVehicleEF	HHD	1.0540e-003	1.0120e-003
tblVehicleEF	HHD	0.27	0.28
tblVehicleEF	HHD	0.30	0.28
tblVehicleEF	HHD	1.54	1.31

tblVehicleEF	LDA	9.9910e-003	9.4500e-003
tblVehicleEF	LDA	5.4270e-003	4.6120e-003
tblVehicleEF	LDA	0.77	0.71
tblVehicleEF	LDA	1.39	1.21
tblVehicleEF	LDA	248.70	239.34
tblVehicleEF	LDA	52.85	50.62
tblVehicleEF	LDA	0.51	0.50
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	1.9290e-003	2.0080e-003
tblVehicleEF	LDA	3.3720e-003	3.7590e-003
tblVehicleEF	LDA	1.7880e-003	1.8620e-003
tblVehicleEF	LDA	3.1270e-003	3.4870e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.22	0.21
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	3.5970e-003	3.6040e-003
tblVehicleEF	LDA	7.6100e-004	7.5900e-004
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.22	0.21
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	9.9910e-003	9.4500e-003

tblVehicleEF	LDA	5.4270e-003	4.6120e-003
tblVehicleEF	LDA	0.86	0.79
tblVehicleEF	LDA	1.09	0.95
tblVehicleEF	LDA	261.60	251.82
tblVehicleEF	LDA	52.85	50.62
tblVehicleEF	LDA	0.51	0.50
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.08	0.07
tblVehicleEF	LDA	1.9290e-003	2.0080e-003
tblVehicleEF	LDA	3.3720e-003	3.7590e-003
tblVehicleEF	LDA	1.7880e-003	1.8620e-003
tblVehicleEF	LDA	3.1270e-003	3.4870e-003
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.21	0.19
tblVehicleEF	LDA	0.08	0.07
tblVehicleEF	LDA	3.7860e-003	3.7940e-003
tblVehicleEF	LDA	7.5600e-004	7.5400e-004
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.21	0.19
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	9.9910e-003	9.4500e-003
tblVehicleEF	LDA	5.4270e-003	4.6120e-003

tblVehicleEF	LDA	0.74	0.68
tblVehicleEF	LDA	1.44	1.25
tblVehicleEF	LDA	244.71	235.50
tblVehicleEF	LDA	52.85	50.62
tblVehicleEF	LDA	0.51	0.50
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	1.9290e-003	2.0080e-003
tblVehicleEF	LDA	3.3720e-003	3.7590e-003
tblVehicleEF	LDA	1.7880e-003	1.8620e-003
tblVehicleEF	LDA	3.1270e-003	3.4870e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.25	0.23
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	3.5390e-003	3.5450e-003
tblVehicleEF	LDA	7.6200e-004	7.5900e-004
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.25	0.23
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	2.05	1.76

tblVehicleEF	LDT1	3.77	3.19
tblVehicleEF	LDT1	303.51	294.33
tblVehicleEF	LDT1	63.81	61.80
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.18
tblVehicleEF	LDT1	0.22	0.19
tblVehicleEF	LDT1	3.6870e-003	3.3980e-003
tblVehicleEF	LDT1	4.7320e-003	4.6830e-003
tblVehicleEF	LDT1	3.4190e-003	3.1520e-003
tblVehicleEF	LDT1	4.3890e-003	4.3440e-003
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.28	0.26
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.93	0.85
tblVehicleEF	LDT1	0.28	0.23
tblVehicleEF	LDT1	4.1550e-003	4.1640e-003
tblVehicleEF	LDT1	9.1300e-004	9.0500e-004
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.28	0.26
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.93	0.85
tblVehicleEF	LDT1	0.30	0.25
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	2.24	1.94
tblVehicleEF	LDT1	2.97	2.52

tblVehicleEF	LDT1	318.71	309.20
tblVehicleEF	LDT1	63.81	61.80
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.20	0.17
tblVehicleEF	LDT1	3.6870e-003	3.3980e-003
tblVehicleEF	LDT1	4.7320e-003	4.6830e-003
tblVehicleEF	LDT1	3.4190e-003	3.1520e-003
tblVehicleEF	LDT1	4.3890e-003	4.3440e-003
tblVehicleEF	LDT1	0.25	0.23
tblVehicleEF	LDT1	0.30	0.28
tblVehicleEF	LDT1	0.18	0.17
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.87	0.80
tblVehicleEF	LDT1	0.24	0.20
tblVehicleEF	LDT1	4.3690e-003	4.3790e-003
tblVehicleEF	LDT1	8.9900e-004	8.9400e-004
tblVehicleEF	LDT1	0.25	0.23
tblVehicleEF	LDT1	0.30	0.28
tblVehicleEF	LDT1	0.18	0.17
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.87	0.80
tblVehicleEF	LDT1	0.25	0.21
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	1.98	1.71
tblVehicleEF	LDT1	3.88	3.29
tblVehicleEF	LDT1	299.01	289.93

tblVehicleEF	LDT1	63.81	61.80
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.17
tblVehicleEF	LDT1	0.22	0.19
tblVehicleEF	LDT1	3.6870e-003	3.3980e-003
tblVehicleEF	LDT1	4.7320e-003	4.6830e-003
tblVehicleEF	LDT1	3.4190e-003	3.1520e-003
tblVehicleEF	LDT1	4.3890e-003	4.3440e-003
tblVehicleEF	LDT1	0.16	0.14
tblVehicleEF	LDT1	0.31	0.29
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	1.10	1.00
tblVehicleEF	LDT1	0.28	0.24
tblVehicleEF	LDT1	4.0920e-003	4.1010e-003
tblVehicleEF	LDT1	9.1500e-004	9.0700e-004
tblVehicleEF	LDT1	0.16	0.14
tblVehicleEF	LDT1	0.31	0.29
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	1.10	1.00
tblVehicleEF	LDT1	0.30	0.26
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	7.9760e-003	6.6260e-003
tblVehicleEF	LDT2	1.07	0.95
tblVehicleEF	LDT2	2.03	1.71
tblVehicleEF	LDT2	369.06	359.70
tblVehicleEF	LDT2	77.44	75.28

tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.12	0.10
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	1.9220e-003	1.9830e-003
tblVehicleEF	LDT2	3.3610e-003	3.7230e-003
tblVehicleEF	LDT2	1.7830e-003	1.8400e-003
tblVehicleEF	LDT2	3.1180e-003	3.4540e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.13	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.41	0.39
tblVehicleEF	LDT2	0.14	0.12
tblVehicleEF	LDT2	4.8850e-003	4.8920e-003
tblVehicleEF	LDT2	1.0390e-003	1.0350e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.13	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.41	0.39
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	7.9760e-003	6.6260e-003
tblVehicleEF	LDT2	1.19	1.06
tblVehicleEF	LDT2	1.60	1.35
tblVehicleEF	LDT2	387.84	378.07
tblVehicleEF	LDT2	77.44	75.28
tblVehicleEF	LDT2	0.18	0.18

tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.16	0.13
tblVehicleEF	LDT2	1.9220e-003	1.9830e-003
tblVehicleEF	LDT2	3.3610e-003	3.7230e-003
tblVehicleEF	LDT2	1.7830e-003	1.8400e-003
tblVehicleEF	LDT2	3.1180e-003	3.4540e-003
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.14	0.13
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.39	0.36
tblVehicleEF	LDT2	0.12	0.10
tblVehicleEF	LDT2	5.1360e-003	5.1440e-003
tblVehicleEF	LDT2	1.0320e-003	1.0290e-003
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.14	0.13
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.39	0.36
tblVehicleEF	LDT2	0.13	0.11
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	7.9760e-003	6.6260e-003
tblVehicleEF	LDT2	1.03	0.92
tblVehicleEF	LDT2	2.10	1.77
tblVehicleEF	LDT2	363.33	354.11
tblVehicleEF	LDT2	77.44	75.28
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.11	0.10

tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	1.9220e-003	1.9830e-003
tblVehicleEF	LDT2	3.3610e-003	3.7230e-003
tblVehicleEF	LDT2	1.7830e-003	1.8400e-003
tblVehicleEF	LDT2	3.1180e-003	3.4540e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.48	0.45
tblVehicleEF	LDT2	0.14	0.12
tblVehicleEF	LDT2	4.8080e-003	4.8150e-003
tblVehicleEF	LDT2	1.0410e-003	1.0360e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.48	0.45
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LHD1	1.2780e-003	1.2420e-003
tblVehicleEF	LHD1	0.01	9.7370e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	0.99	0.81
tblVehicleEF	LHD1	4.05	3.65
tblVehicleEF	LHD1	7.70	7.70
tblVehicleEF	LHD1	528.12	529.38
tblVehicleEF	LHD1	41.54	41.72

tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.98	0.85
tblVehicleEF	LHD1	1.30	1.23
tblVehicleEF	LHD1	4.7900e-004	4.7700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9560e-003	8.9540e-003
tblVehicleEF	LHD1	6.6480e-003	6.0830e-003
tblVehicleEF	LHD1	9.0800e-004	7.6100e-004
tblVehicleEF	LHD1	4.4100e-004	4.3800e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1210e-003	5.6000e-003
tblVehicleEF	LHD1	8.4000e-004	7.0600e-004
tblVehicleEF	LHD1	2.6250e-003	2.4700e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6290e-003	1.5850e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.42	0.40
tblVehicleEF	LHD1	0.37	0.32
tblVehicleEF	LHD1	5.8180e-003	5.8290e-003
tblVehicleEF	LHD1	5.3600e-004	5.3000e-004
tblVehicleEF	LHD1	2.6250e-003	2.4700e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6290e-003	1.5850e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.42	0.40

tblVehicleEF	LHD1	0.39	0.34
tblVehicleEF	LHD1	1.2780e-003	1.2420e-003
tblVehicleEF	LHD1	0.01	9.7370e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.01	0.82
tblVehicleEF	LHD1	3.28	2.96
tblVehicleEF	LHD1	7.70	7.70
tblVehicleEF	LHD1	528.12	529.38
tblVehicleEF	LHD1	41.54	41.72
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.91	0.79
tblVehicleEF	LHD1	1.25	1.19
tblVehicleEF	LHD1	4.7900e-004	4.7700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9560e-003	8.9540e-003
tblVehicleEF	LHD1	6.6480e-003	6.0830e-003
tblVehicleEF	LHD1	9.0800e-004	7.6100e-004
tblVehicleEF	LHD1	4.4100e-004	4.3800e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1210e-003	5.6000e-003
tblVehicleEF	LHD1	8.4000e-004	7.0600e-004
tblVehicleEF	LHD1	4.1230e-003	3.8730e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5230e-003	2.4310e-003
tblVehicleEF	LHD1	0.07	0.06

tblVehicleEF	LHD1	0.41	0.39
tblVehicleEF	LHD1	0.32	0.28
tblVehicleEF	LHD1	5.8180e-003	5.8290e-003
tblVehicleEF	LHD1	5.2300e-004	5.1800e-004
tblVehicleEF	LHD1	4.1230e-003	3.8730e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5230e-003	2.4310e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.41	0.39
tblVehicleEF	LHD1	0.35	0.30
tblVehicleEF	LHD1	1.2780e-003	1.2420e-003
tblVehicleEF	LHD1	0.01	9.7370e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	0.99	0.81
tblVehicleEF	LHD1	4.08	3.68
tblVehicleEF	LHD1	7.70	7.70
tblVehicleEF	LHD1	528.12	529.38
tblVehicleEF	LHD1	41.54	41.72
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.96	0.83
tblVehicleEF	LHD1	1.31	1.24
tblVehicleEF	LHD1	4.7900e-004	4.7700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9560e-003	8.9540e-003
tblVehicleEF	LHD1	6.6480e-003	6.0830e-003

tblVehicleEF	LHD1	9.0800e-004	7.6100e-004
tblVehicleEF	LHD1	4.4100e-004	4.3800e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1210e-003	5.6000e-003
tblVehicleEF	LHD1	8.4000e-004	7.0600e-004
tblVehicleEF	LHD1	2.7730e-003	2.5660e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6400e-003	1.5860e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.45	0.44
tblVehicleEF	LHD1	0.37	0.32
tblVehicleEF	LHD1	5.8180e-003	5.8290e-003
tblVehicleEF	LHD1	5.3600e-004	5.3100e-004
tblVehicleEF	LHD1	2.7730e-003	2.5660e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6400e-003	1.5860e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.45	0.44
tblVehicleEF	LHD1	0.39	0.34
tblVehicleEF	LHD2	1.0000e-003	9.7700e-004
tblVehicleEF	LHD2	7.6760e-003	6.5600e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.15	0.15
tblVehicleEF	LHD2	0.65	0.55
tblVehicleEF	LHD2	2.34	2.09
tblVehicleEF	LHD2	8.48	8.48

tblVehicleEF	LHD2	509.57	510.07
tblVehicleEF	LHD2	28.34	28.48
tblVehicleEF	LHD2	6.7260e-003	6.8350e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.56	1.33
tblVehicleEF	LHD2	0.86	0.80
tblVehicleEF	LHD2	1.0450e-003	1.0370e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9790e-003	9.9800e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.7300e-004	3.7700e-004
tblVehicleEF	LHD2	9.6200e-004	9.5400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.3800e-004	3.5000e-004
tblVehicleEF	LHD2	1.4630e-003	1.3330e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.5100e-004	9.0900e-004
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.22	0.18
tblVehicleEF	LHD2	5.5450e-003	5.5490e-003
tblVehicleEF	LHD2	3.5800e-004	3.5500e-004
tblVehicleEF	LHD2	1.4630e-003	1.3330e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.5100e-004	9.0900e-004

tblVehicleEF	LHD2	0.08	0.07
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.23	0.20
tblVehicleEF	LHD2	1.0000e-003	9.7700e-004
tblVehicleEF	LHD2	7.6760e-003	6.5600e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.15	0.15
tblVehicleEF	LHD2	0.66	0.56
tblVehicleEF	LHD2	1.90	1.70
tblVehicleEF	LHD2	8.48	8.48
tblVehicleEF	LHD2	509.57	510.07
tblVehicleEF	LHD2	28.34	28.48
tblVehicleEF	LHD2	6.7260e-003	6.8350e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.47	1.25
tblVehicleEF	LHD2	0.82	0.77
tblVehicleEF	LHD2	1.0450e-003	1.0370e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9790e-003	9.9800e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.7300e-004	3.7700e-004
tblVehicleEF	LHD2	9.6200e-004	9.5400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.3800e-004	3.5000e-004
tblVehicleEF	LHD2	2.2700e-003	2.0650e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	1.4440e-003	1.3650e-003
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.23	0.21
tblVehicleEF	LHD2	0.19	0.16
tblVehicleEF	LHD2	5.5450e-003	5.5490e-003
tblVehicleEF	LHD2	3.5000e-004	3.4800e-004
tblVehicleEF	LHD2	2.2700e-003	2.0650e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4440e-003	1.3650e-003
tblVehicleEF	LHD2	0.08	0.07
tblVehicleEF	LHD2	0.23	0.21
tblVehicleEF	LHD2	0.21	0.18
tblVehicleEF	LHD2	1.0000e-003	9.7700e-004
tblVehicleEF	LHD2	7.6760e-003	6.5600e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.15	0.15
tblVehicleEF	LHD2	0.65	0.55
tblVehicleEF	LHD2	2.37	2.12
tblVehicleEF	LHD2	8.48	8.48
tblVehicleEF	LHD2	509.57	510.07
tblVehicleEF	LHD2	28.34	28.48
tblVehicleEF	LHD2	6.7260e-003	6.8350e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.53	1.30
tblVehicleEF	LHD2	0.86	0.81
tblVehicleEF	LHD2	1.0450e-003	1.0370e-003
tblVehicleEF	LHD2	0.06	0.06

tblVehicleEF	LHD2	9.9790e-003	9.9800e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.7300e-004	3.7700e-004
tblVehicleEF	LHD2	9.6200e-004	9.5400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.3800e-004	3.5000e-004
tblVehicleEF	LHD2	1.5110e-003	1.3460e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.4300e-004	8.9500e-004
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.26	0.24
tblVehicleEF	LHD2	0.22	0.19
tblVehicleEF	LHD2	5.5450e-003	5.5490e-003
tblVehicleEF	LHD2	3.5800e-004	3.5500e-004
tblVehicleEF	LHD2	1.5110e-003	1.3460e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.4300e-004	8.9500e-004
tblVehicleEF	LHD2	0.08	0.07
tblVehicleEF	LHD2	0.26	0.24
tblVehicleEF	LHD2	0.23	0.20
tblVehicleEF	MCY	20.61	20.09
tblVehicleEF	MCY	10.01	10.06
tblVehicleEF	MCY	141.43	142.62
tblVehicleEF	MCY	38.50	37.84
tblVehicleEF	MCY	4.4000e-003	4.3080e-003

tblVehicleEF	MCY	1.16	1.15
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.1500e-004	2.7700e-004
tblVehicleEF	MCY	9.6300e-004	8.3500e-004
tblVehicleEF	MCY	2.6400e-004	2.3600e-004
tblVehicleEF	MCY	8.0000e-004	7.0500e-004
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.41	0.41
tblVehicleEF	MCY	0.55	0.55
tblVehicleEF	MCY	2.39	2.37
tblVehicleEF	MCY	1.24	1.19
tblVehicleEF	MCY	2.06	2.05
tblVehicleEF	MCY	1.9700e-003	1.9740e-003
tblVehicleEF	MCY	6.5000e-004	6.4300e-004
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.41	0.41
tblVehicleEF	MCY	0.55	0.55
tblVehicleEF	MCY	2.62	2.60
tblVehicleEF	MCY	1.24	1.19
tblVehicleEF	MCY	2.21	2.20
tblVehicleEF	MCY	19.99	19.50
tblVehicleEF	MCY	8.80	8.82
tblVehicleEF	MCY	141.43	142.62
tblVehicleEF	MCY	38.50	37.84
tblVehicleEF	MCY	4.4000e-003	4.3080e-003
tblVehicleEF	MCY	1.01	1.01
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.1500e-004	2.7700e-004

tblVehicleEF	MCY	9.6300e-004	8.3500e-004
tblVehicleEF	MCY	2.6400e-004	2.3600e-004
tblVehicleEF	MCY	8.0000e-004	7.0500e-004
tblVehicleEF	MCY	1.66	1.67
tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	1.05	1.05
tblVehicleEF	MCY	2.33	2.31
tblVehicleEF	MCY	1.16	1.11
tblVehicleEF	MCY	1.81	1.80
tblVehicleEF	MCY	1.9590e-003	1.9640e-003
tblVehicleEF	MCY	6.2300e-004	6.1600e-004
tblVehicleEF	MCY	1.66	1.67
tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	1.05	1.05
tblVehicleEF	MCY	2.56	2.55
tblVehicleEF	MCY	1.16	1.11
tblVehicleEF	MCY	1.95	1.93
tblVehicleEF	MCY	20.49	19.97
tblVehicleEF	MCY	10.06	10.12
tblVehicleEF	MCY	141.43	142.62
tblVehicleEF	MCY	38.50	37.84
tblVehicleEF	MCY	4.4000e-003	4.3080e-003
tblVehicleEF	MCY	1.13	1.12
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.1500e-004	2.7700e-004
tblVehicleEF	MCY	9.6300e-004	8.3500e-004
tblVehicleEF	MCY	2.6400e-004	2.3600e-004
tblVehicleEF	MCY	8.0000e-004	7.0500e-004

tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	2.39	2.37
tblVehicleEF	MCY	1.48	1.43
tblVehicleEF	MCY	2.08	2.06
tblVehicleEF	MCY	1.9680e-003	1.9730e-003
tblVehicleEF	MCY	6.5100e-004	6.4400e-004
tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	2.62	2.60
tblVehicleEF	MCY	1.48	1.43
tblVehicleEF	MCY	2.23	2.21
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.78	1.52
tblVehicleEF	MDV	3.77	3.26
tblVehicleEF	MDV	488.73	477.62
tblVehicleEF	MDV	102.89	100.49
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.35	0.30
tblVehicleEF	MDV	2.1720e-003	2.1510e-003
tblVehicleEF	MDV	3.5290e-003	3.7110e-003
tblVehicleEF	MDV	2.0090e-003	1.9940e-003
tblVehicleEF	MDV	3.2670e-003	3.4420e-003
tblVehicleEF	MDV	0.09	0.09

tblVehicleEF	MDV	0.20	0.20
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.60	0.59
tblVehicleEF	MDV	0.32	0.27
tblVehicleEF	MDV	6.2060e-003	6.2200e-003
tblVehicleEF	MDV	1.3410e-003	1.3350e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.20	0.20
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.60	0.59
tblVehicleEF	MDV	0.34	0.29
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.96	1.69
tblVehicleEF	MDV	2.97	2.56
tblVehicleEF	MDV	514.18	502.64
tblVehicleEF	MDV	102.89	100.49
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.19	0.16
tblVehicleEF	MDV	0.33	0.28
tblVehicleEF	MDV	2.1720e-003	2.1510e-003
tblVehicleEF	MDV	3.5290e-003	3.7110e-003
tblVehicleEF	MDV	2.0090e-003	1.9940e-003
tblVehicleEF	MDV	3.2670e-003	3.4420e-003
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.21	0.21

tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.57	0.56
tblVehicleEF	MDV	0.27	0.23
tblVehicleEF	MDV	6.5340e-003	6.5500e-003
tblVehicleEF	MDV	1.3270e-003	1.3220e-003
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.21	0.21
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.57	0.56
tblVehicleEF	MDV	0.29	0.24
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.72	1.46
tblVehicleEF	MDV	3.88	3.37
tblVehicleEF	MDV	481.27	470.30
tblVehicleEF	MDV	102.89	100.49
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.21	0.18
tblVehicleEF	MDV	0.36	0.30
tblVehicleEF	MDV	2.1720e-003	2.1510e-003
tblVehicleEF	MDV	3.5290e-003	3.7110e-003
tblVehicleEF	MDV	2.0090e-003	1.9940e-003
tblVehicleEF	MDV	3.2670e-003	3.4420e-003
tblVehicleEF	MDV	0.09	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.09	0.09

tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.70	0.68
tblVehicleEF	MDV	0.32	0.27
tblVehicleEF	MDV	6.1110e-003	6.1240e-003
tblVehicleEF	MDV	1.3430e-003	1.3360e-003
tblVehicleEF	MDV	0.09	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.70	0.68
tblVehicleEF	MDV	0.34	0.29
tblVehicleEF	MH	1.60	1.00
tblVehicleEF	MH	6.03	5.23
tblVehicleEF	MH	602.71	604.56
tblVehicleEF	MH	27.93	27.82
tblVehicleEF	MH	2.1590e-003	2.2880e-003
tblVehicleEF	MH	1.25	1.08
tblVehicleEF	MH	0.68	0.62
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5800e-003	8.5810e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	6.4900e-004	4.6700e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.9600e-004	4.3400e-004
tblVehicleEF	MH	0.95	0.79
tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	0.39	0.34

tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	1.59	1.32
tblVehicleEF	MH	0.34	0.29
tblVehicleEF	MH	6.6390e-003	6.6500e-003
tblVehicleEF	MH	4.1500e-004	4.0000e-004
tblVehicleEF	MH	0.95	0.79
tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	0.39	0.34
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	1.59	1.32
tblVehicleEF	MH	0.36	0.30
tblVehicleEF	MH	1.64	1.03
tblVehicleEF	MH	4.81	4.19
tblVehicleEF	MH	602.71	604.56
tblVehicleEF	MH	27.93	27.82
tblVehicleEF	MH	2.1590e-003	2.2880e-003
tblVehicleEF	MH	1.15	1.00
tblVehicleEF	MH	0.66	0.60
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5800e-003	8.5810e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	6.4900e-004	4.6700e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.9600e-004	4.3400e-004
tblVehicleEF	MH	1.47	1.22
tblVehicleEF	MH	0.07	0.05
tblVehicleEF	MH	0.61	0.53

tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	1.56	1.29
tblVehicleEF	MH	0.29	0.25
tblVehicleEF	MH	6.6400e-003	6.6500e-003
tblVehicleEF	MH	3.9500e-004	3.8200e-004
tblVehicleEF	MH	1.47	1.22
tblVehicleEF	MH	0.07	0.05
tblVehicleEF	MH	0.61	0.53
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	1.56	1.29
tblVehicleEF	MH	0.31	0.27
tblVehicleEF	MH	1.59	1.00
tblVehicleEF	MH	6.06	5.25
tblVehicleEF	MH	602.71	604.56
tblVehicleEF	MH	27.93	27.82
tblVehicleEF	MH	2.1590e-003	2.2880e-003
tblVehicleEF	MH	1.22	1.06
tblVehicleEF	MH	0.69	0.62
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5800e-003	8.5810e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	6.4900e-004	4.6700e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.9600e-004	4.3400e-004
tblVehicleEF	MH	1.07	0.87
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.41	0.35

tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	1.68	1.40
tblVehicleEF	MH	0.34	0.29
tblVehicleEF	MH	6.6390e-003	6.6500e-003
tblVehicleEF	MH	4.1600e-004	4.0000e-004
tblVehicleEF	MH	1.07	0.87
tblVehicleEF	MH	0.08	0.06
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tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	1.68	1.40
tblVehicleEF	MH	0.36	0.31
tblVehicleEF	MHD	7.4570e-003	8.1650e-003
tblVehicleEF	MHD	3.5450e-003	3.3250e-003
tblVehicleEF	MHD	1.89	2.07
tblVehicleEF	MHD	0.68	0.56
tblVehicleEF	MHD	14.44	12.47
tblVehicleEF	MHD	572.02	572.08
tblVehicleEF	MHD	914.53	913.05
tblVehicleEF	MHD	49.60	49.32
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.69	3.42
tblVehicleEF	MHD	1.64	1.04
tblVehicleEF	MHD	1.62	1.43
tblVehicleEF	MHD	0.01	7.9640e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.3970e-003	1.0860e-003

tblVehicleEF	MHD	0.01	7.3270e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.2800e-003	1.0070e-003
tblVehicleEF	MHD	2.3690e-003	2.1250e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.16	0.18
tblVehicleEF	MHD	1.5020e-003	1.4000e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.42	0.40
tblVehicleEF	MHD	0.86	0.73
tblVehicleEF	MHD	9.7500e-003	9.7330e-003
tblVehicleEF	MHD	8.0400e-004	7.6600e-004
tblVehicleEF	MHD	2.3690e-003	2.1250e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.18	0.20
tblVehicleEF	MHD	1.5020e-003	1.4000e-003
tblVehicleEF	MHD	0.11	0.10
tblVehicleEF	MHD	0.42	0.40
tblVehicleEF	MHD	0.92	0.78
tblVehicleEF	MHD	7.0270e-003	7.6940e-003
tblVehicleEF	MHD	3.5450e-003	3.3250e-003
tblVehicleEF	MHD	1.37	1.51
tblVehicleEF	MHD	0.69	0.57
tblVehicleEF	MHD	11.64	10.06
tblVehicleEF	MHD	606.00	606.07
tblVehicleEF	MHD	914.53	913.05
tblVehicleEF	MHD	49.60	49.32

tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.84	3.53
tblVehicleEF	MHD	1.54	0.97
tblVehicleEF	MHD	1.56	1.37
tblVehicleEF	MHD	9.3480e-003	6.7140e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.3970e-003	1.0860e-003
tblVehicleEF	MHD	8.6000e-003	6.1770e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.2800e-003	1.0070e-003
tblVehicleEF	MHD	3.6600e-003	3.2710e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.15	0.17
tblVehicleEF	MHD	2.2910e-003	2.1040e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.41	0.39
tblVehicleEF	MHD	0.76	0.65
tblVehicleEF	MHD	6.4240e-003	6.4250e-003
tblVehicleEF	MHD	9.7500e-003	9.7330e-003
tblVehicleEF	MHD	7.5700e-004	7.2500e-004
tblVehicleEF	MHD	3.6600e-003	3.2710e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.17	0.19
tblVehicleEF	MHD	2.2910e-003	2.1040e-003
tblVehicleEF	MHD	0.11	0.10

tblVehicleEF	MHD	0.41	0.39
tblVehicleEF	MHD	0.81	0.69
tblVehicleEF	MHD	8.0500e-003	8.8140e-003
tblVehicleEF	MHD	3.5450e-003	3.3250e-003
tblVehicleEF	MHD	2.60	2.85
tblVehicleEF	MHD	0.68	0.56
tblVehicleEF	MHD	14.78	12.76
tblVehicleEF	MHD	525.09	525.15
tblVehicleEF	MHD	914.53	913.05
tblVehicleEF	MHD	49.60	49.32
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.48	3.27
tblVehicleEF	MHD	1.60	1.02
tblVehicleEF	MHD	1.63	1.44
tblVehicleEF	MHD	0.01	9.6910e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.3970e-003	1.0860e-003
tblVehicleEF	MHD	0.01	8.9150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.2800e-003	1.0070e-003
tblVehicleEF	MHD	2.5250e-003	2.2210e-003
tblVehicleEF	MHD	0.10	0.09
tblVehicleEF	MHD	0.17	0.19
tblVehicleEF	MHD	1.5230e-003	1.4060e-003
tblVehicleEF	MHD	0.09	0.08

tblVehicleEF	MHD	0.46	0.44
tblVehicleEF	MHD	0.88	0.74
tblVehicleEF	MHD	5.5660e-003	5.5670e-003
tblVehicleEF	MHD	9.7500e-003	9.7330e-003
tblVehicleEF	MHD	8.1000e-004	7.7100e-004
tblVehicleEF	MHD	2.5250e-003	2.2210e-003
tblVehicleEF	MHD	0.10	0.09
tblVehicleEF	MHD	0.20	0.22
tblVehicleEF	MHD	1.5230e-003	1.4060e-003
tblVehicleEF	MHD	0.11	0.10
tblVehicleEF	MHD	0.46	0.44
tblVehicleEF	MHD	0.94	0.79
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	2.7960e-003	2.9670e-003
tblVehicleEF	OBUS	2.74	3.30
tblVehicleEF	OBUS	0.97	0.86
tblVehicleEF	OBUS	8.80	7.92
tblVehicleEF	OBUS	534.88	533.47
tblVehicleEF	OBUS	1,017.03	1,018.77
tblVehicleEF	OBUS	32.78	32.73
tblVehicleEF	OBUS	1.9410e-003	1.9660e-003
tblVehicleEF	OBUS	4.65	3.20
tblVehicleEF	OBUS	2.28	1.27
tblVehicleEF	OBUS	1.24	1.12
tblVehicleEF	OBUS	9.5470e-003	8.7920e-003
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	5.7800e-004	4.9700e-004
tblVehicleEF	OBUS	8.7830e-003	8.0890e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6450e-003	2.6520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.3400e-004	4.6100e-004
tblVehicleEF	OBUS	9.6600e-004	9.5100e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.47	0.56
tblVehicleEF	OBUS	5.3100e-004	5.3300e-004
tblVehicleEF	OBUS	0.12	0.12
tblVehicleEF	OBUS	0.33	0.33
tblVehicleEF	OBUS	0.54	0.48
tblVehicleEF	OBUS	5.6700e-003	5.6550e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.1900e-004	5.0200e-004
tblVehicleEF	OBUS	9.6600e-004	9.5100e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.53	0.64
tblVehicleEF	OBUS	5.3100e-004	5.3300e-004
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.33	0.33
tblVehicleEF	OBUS	0.58	0.51
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.7960e-003	2.9670e-003
tblVehicleEF	OBUS	1.99	2.40
tblVehicleEF	OBUS	0.98	0.86
tblVehicleEF	OBUS	7.12	6.40

tblVehicleEF	OBUS	566.66	565.16
tblVehicleEF	OBUS	1,017.03	1,018.77
tblVehicleEF	OBUS	32.78	32.73
tblVehicleEF	OBUS	1.9410e-003	1.9660e-003
tblVehicleEF	OBUS	4.79	3.30
tblVehicleEF	OBUS	2.14	1.19
tblVehicleEF	OBUS	1.19	1.08
tblVehicleEF	OBUS	8.0480e-003	7.4120e-003
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.7800e-004	4.9700e-004
tblVehicleEF	OBUS	7.4040e-003	6.8190e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6450e-003	2.6520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.3400e-004	4.6100e-004
tblVehicleEF	OBUS	1.4470e-003	1.4230e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.53
tblVehicleEF	OBUS	7.8300e-004	7.8100e-004
tblVehicleEF	OBUS	0.12	0.12
tblVehicleEF	OBUS	0.32	0.32
tblVehicleEF	OBUS	0.48	0.42
tblVehicleEF	OBUS	6.0070e-003	5.9910e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.9000e-004	4.7700e-004
tblVehicleEF	OBUS	1.4470e-003	1.4230e-003

tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.60
tblVehicleEF	OBUS	7.8300e-004	7.8100e-004
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.32	0.32
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tblVehicleEF	OBUS	2.7960e-003	2.9670e-003
tblVehicleEF	OBUS	3.78	4.55
tblVehicleEF	OBUS	0.97	0.85
tblVehicleEF	OBUS	8.99	8.09
tblVehicleEF	OBUS	491.00	489.70
tblVehicleEF	OBUS	1,017.03	1,018.77
tblVehicleEF	OBUS	32.78	32.73
tblVehicleEF	OBUS	1.9410e-003	1.9660e-003
tblVehicleEF	OBUS	4.44	3.06
tblVehicleEF	OBUS	2.24	1.25
tblVehicleEF	OBUS	1.25	1.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.7800e-004	4.9700e-004
tblVehicleEF	OBUS	0.01	9.8420e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6450e-003	2.6520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.3400e-004	4.6100e-004

tblVehicleEF	OBUS	9.8600e-004	9.5600e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.60
tblVehicleEF	OBUS	0.12	0.12
tblVehicleEF	OBUS	0.35	0.35
tblVehicleEF	OBUS	0.55	0.49
tblVehicleEF	OBUS	5.2050e-003	5.1910e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.2200e-004	5.0500e-004
tblVehicleEF	OBUS	9.8600e-004	9.5600e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.57	0.69
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.35	0.35
tblVehicleEF	OBUS	0.58	0.52
tblVehicleEF	SBUS	4.4530e-003	4.6460e-003
tblVehicleEF	SBUS	5.5860e-003	5.8530e-003
tblVehicleEF	SBUS	1.05	1.12
tblVehicleEF	SBUS	2.96	2.66
tblVehicleEF	SBUS	27.16	24.72
tblVehicleEF	SBUS	547.00	552.46
tblVehicleEF	SBUS	1,037.25	1,032.35
tblVehicleEF	SBUS	115.53	115.30
tblVehicleEF	SBUS	5.7400e-004	5.6800e-004
tblVehicleEF	SBUS	7.58	7.35
tblVehicleEF	SBUS	7.03	6.65
tblVehicleEF	SBUS	2.02	1.89
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.57	0.56
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	3.6960e-003	3.2240e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.24	0.24
tblVehicleEF	SBUS	2.7470e-003	2.7410e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.4060e-003	2.9910e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.21	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.30	0.28
tblVehicleEF	SBUS	1.95	1.92
tblVehicleEF	SBUS	1.66	1.48
tblVehicleEF	SBUS	5.7980e-003	5.8560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7600e-003	1.7140e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.21	0.20
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.33	0.31
tblVehicleEF	SBUS	1.95	1.92
tblVehicleEF	SBUS	1.77	1.59
tblVehicleEF	SBUS	4.1970e-003	4.3790e-003
tblVehicleEF	SBUS	5.5860e-003	5.8530e-003

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tblVehicleEF	SBUS	3.03	2.73
tblVehicleEF	SBUS	23.01	20.96
tblVehicleEF	SBUS	579.49	585.28
tblVehicleEF	SBUS	1,037.25	1,032.35
tblVehicleEF	SBUS	115.53	115.30
tblVehicleEF	SBUS	5.7400e-004	5.6800e-004
tblVehicleEF	SBUS	7.82	7.58
tblVehicleEF	SBUS	6.62	6.25
tblVehicleEF	SBUS	1.91	1.78
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.57	0.56
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	3.6960e-003	3.2240e-003
tblVehicleEF	SBUS	0.01	9.4430e-003
tblVehicleEF	SBUS	0.24	0.24
tblVehicleEF	SBUS	2.7470e-003	2.7410e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.4060e-003	2.9910e-003
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.21	0.20
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.30	0.29
tblVehicleEF	SBUS	1.79	1.77
tblVehicleEF	SBUS	1.49	1.33
tblVehicleEF	SBUS	6.1430e-003	6.2040e-003

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.6900e-003	1.6500e-003
tblVehicleEF	SBUS	0.05	0.05
tblVehicleEF	SBUS	0.21	0.20
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.34	0.32
tblVehicleEF	SBUS	1.79	1.77
tblVehicleEF	SBUS	1.59	1.42
tblVehicleEF	SBUS	4.8080e-003	5.0160e-003
tblVehicleEF	SBUS	5.5860e-003	5.8530e-003
tblVehicleEF	SBUS	1.45	1.55
tblVehicleEF	SBUS	2.94	2.64
tblVehicleEF	SBUS	27.94	25.44
tblVehicleEF	SBUS	502.12	507.13
tblVehicleEF	SBUS	1,037.25	1,032.35
tblVehicleEF	SBUS	115.53	115.30
tblVehicleEF	SBUS	5.7400e-004	5.6800e-004
tblVehicleEF	SBUS	7.24	7.02
tblVehicleEF	SBUS	6.92	6.54
tblVehicleEF	SBUS	2.04	1.91
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.57	0.56
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	3.6960e-003	3.2240e-003
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tblVehicleEF	SBUS	0.24	0.24

tblVehicleEF	SBUS	2.7470e-003	2.7410e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.4060e-003	2.9910e-003
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tblVehicleEF	SBUS	0.25	0.24
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tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	2.30	2.26
tblVehicleEF	SBUS	1.69	1.52
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tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	0.25	0.24
tblVehicleEF	SBUS	0.12	0.12
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.33	0.31
tblVehicleEF	SBUS	2.30	2.26
tblVehicleEF	SBUS	1.81	1.62
tblVehicleEF	UBUS	4.38	4.22
tblVehicleEF	UBUS	9.86	9.55
tblVehicleEF	UBUS	1,917.54	1,907.03
tblVehicleEF	UBUS	27.32	27.40
tblVehicleEF	UBUS	2.4830e-003	2.5030e-003
tblVehicleEF	UBUS	10.91	10.49
tblVehicleEF	UBUS	1.17	1.15
tblVehicleEF	UBUS	0.68	0.68

tblVehicleEF	UBUS	0.18	0.17
tblVehicleEF	UBUS	6.0900e-004	5.8900e-004
tblVehicleEF	UBUS	0.29	0.29
tblVehicleEF	UBUS	0.16	0.16
tblVehicleEF	UBUS	5.6400e-004	5.4700e-004
tblVehicleEF	UBUS	5.4570e-003	5.3760e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	3.0100e-003	2.9670e-003
tblVehicleEF	UBUS	0.72	0.70
tblVehicleEF	UBUS	0.78	0.83
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.8100e-004	4.7600e-004
tblVehicleEF	UBUS	5.4570e-003	5.3760e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	3.0100e-003	2.9670e-003
tblVehicleEF	UBUS	0.80	0.78
tblVehicleEF	UBUS	0.78	0.83
tblVehicleEF	UBUS	0.78	0.76
tblVehicleEF	UBUS	4.44	4.28
tblVehicleEF	UBUS	8.28	8.02
tblVehicleEF	UBUS	1,917.54	1,907.03
tblVehicleEF	UBUS	27.32	27.40
tblVehicleEF	UBUS	2.4830e-003	2.5030e-003
tblVehicleEF	UBUS	10.28	9.88
tblVehicleEF	UBUS	1.12	1.10
tblVehicleEF	UBUS	0.68	0.68
tblVehicleEF	UBUS	0.18	0.17

tblVehicleEF	UBUS	6.0900e-004	5.8900e-004
tblVehicleEF	UBUS	0.29	0.29
tblVehicleEF	UBUS	0.16	0.16
tblVehicleEF	UBUS	5.6400e-004	5.4700e-004
tblVehicleEF	UBUS	8.0610e-003	7.9260e-003
tblVehicleEF	UBUS	0.10	0.09
tblVehicleEF	UBUS	4.5490e-003	4.4570e-003
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.73	0.77
tblVehicleEF	UBUS	0.65	0.64
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.5400e-004	4.5000e-004
tblVehicleEF	UBUS	8.0610e-003	7.9260e-003
tblVehicleEF	UBUS	0.10	0.09
tblVehicleEF	UBUS	4.5490e-003	4.4570e-003
tblVehicleEF	UBUS	0.81	0.79
tblVehicleEF	UBUS	0.73	0.77
tblVehicleEF	UBUS	0.70	0.68
tblVehicleEF	UBUS	4.37	4.21
tblVehicleEF	UBUS	9.99	9.68
tblVehicleEF	UBUS	1,917.54	1,907.03
tblVehicleEF	UBUS	27.32	27.40
tblVehicleEF	UBUS	2.4830e-003	2.5030e-003
tblVehicleEF	UBUS	10.70	10.29
tblVehicleEF	UBUS	1.18	1.15
tblVehicleEF	UBUS	0.68	0.68
tblVehicleEF	UBUS	0.18	0.17
tblVehicleEF	UBUS	6.0900e-004	5.8900e-004

tblVehicleEF	UBUS	0.29	0.29
tblVehicleEF	UBUS	0.16	0.16
tblVehicleEF	UBUS	5.6400e-004	5.4700e-004
tblVehicleEF	UBUS	6.2690e-003	6.1660e-003
tblVehicleEF	UBUS	0.12	0.11
tblVehicleEF	UBUS	3.2440e-003	3.1950e-003
tblVehicleEF	UBUS	0.72	0.70
tblVehicleEF	UBUS	0.92	0.97
tblVehicleEF	UBUS	0.73	0.72
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.8300e-004	4.7900e-004
tblVehicleEF	UBUS	6.2690e-003	6.1660e-003
tblVehicleEF	UBUS	0.12	0.11
tblVehicleEF	UBUS	3.2440e-003	3.1950e-003
tblVehicleEF	UBUS	0.80	0.77
tblVehicleEF	UBUS	0.92	0.97
tblVehicleEF	UBUS	0.78	0.77
tblVehicleTrips	ST_TR	1.59	35.00
tblVehicleTrips	SU_TR	1.59	35.00
tblVehicleTrips	WD_TR	1.59	35.00
tblVehicleTrips	WD_TR	6.59	5.88
tblVehicleTrips	WD_TR	27.92	10.64
tblVehicleTrips	WD_TR	56.24	38.41
tblVehicleTrips	WD_TR	42.94	101.19
tblWoodstoves	NumberCatalytic	39.00	0.00
tblWoodstoves	NumberNoncatalytic	39.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

### 2.1 Overall Construction

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.5611	15.8757	14.8099	0.0272	1.9419	0.6454	2.5873	0.7364	0.5966	1.3331	0.0000	2,393.7998	2,393.7998	0.2977	0.0000	2,400.0506
2017	3.4369	13.1616	20.2302	0.0421	3.1264	0.5456	3.6720	1.0755	0.5073	1.5828	0.0000	3,417.9267	3,417.9267	0.2895	0.0000	3,424.0070
2018	3.5586	7.8104	15.8436	0.0363	2.0890	0.2949	2.3838	0.5604	0.2761	0.8365	0.0000	2,815.3216	2,815.3216	0.1752	0.0000	2,819.0002
2019	4.9317	9.5482	12.8772	0.0282	1.4553	0.4010	1.8563	0.4375	0.3725	0.8100	0.0000	2,245.8493	2,245.8493	0.2662	0.0000	2,251.4394
2020	1.1824	10.9821	13.1074	0.0313	1.6706	0.4091	2.0797	0.5624	0.3787	0.9411	0.0000	2,513.0474	2,513.0474	0.2662	0.0000	2,518.6371
2021	3.5131	5.3166	13.0886	0.0350	2.0314	0.1863	2.2177	0.5452	0.1743	0.7195	0.0000	2,532.6288	2,532.6288	0.1435	0.0000	2,535.6425
2022	4.5664	1.3805	3.3252	8.8400e-003	0.4973	0.0570	0.5542	0.1330	0.0533	0.1862	0.0000	633.8594	633.8594	0.0567	0.0000	635.0502
<b>Total</b>	<b>22.7502</b>	<b>64.0752</b>	<b>93.2821</b>	<b>0.2089</b>	<b>12.8119</b>	<b>2.5391</b>	<b>15.3510</b>	<b>4.0504</b>	<b>2.3587</b>	<b>6.4091</b>	<b>0.0000</b>	<b>16,552.4331</b>	<b>16,552.4331</b>	<b>1.4949</b>	<b>0.0000</b>	<b>16,583.8267</b>



**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	11.7277	0.0936	8.1014	4.3000e-004		0.0445	0.0445		0.0445	0.0445	0.0000	13.1990	13.1990	0.0130	0.0000	13.4714
Energy	0.1534	1.3613	0.9289	8.3700e-003		0.1060	0.1060		0.1060	0.1060	0.0000	7,308.5748	7,308.5748	0.2953	0.0829	7,340.4744
Mobile	8.1561	20.5618	87.1250	0.2799	18.8700	0.3768	19.2468	5.0503	0.3476	5.3980	0.0000	19,227.3768	19,227.3768	0.6474	0.0000	19,240.9722
Waste						0.0000	0.0000		0.0000	0.0000	804.6745	0.0000	804.6745	47.5549	0.0000	1,803.3273
Water						0.0000	0.0000		0.0000	0.0000	56.4575	1,021.0818	1,077.5393	5.8457	0.1466	1,245.7540
<b>Total</b>	<b>20.0372</b>	<b>22.0168</b>	<b>96.1553</b>	<b>0.2887</b>	<b>18.8700</b>	<b>0.5273</b>	<b>19.3973</b>	<b>5.0503</b>	<b>0.4981</b>	<b>5.5484</b>	<b>861.1320</b>	<b>27,570.2323</b>	<b>28,431.3642</b>	<b>54.3562</b>	<b>0.2295</b>	<b>29,643.9992</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	11.1155	0.0837	7.1245	3.5000e-004		0.0388	0.0388		0.0388	0.0388	0.0000	11.2127	11.2127	9.8600e-003	0.0000	11.4198
Energy	0.1288	1.1429	0.7796	7.0200e-003		0.0890	0.0890		0.0890	0.0890	0.0000	4,318.5119	4,318.5119	0.1644	0.0523	4,338.1810
Mobile	7.3592	14.8803	67.5822	0.1886	12.5192	0.2596	12.7789	3.3506	0.2396	3.5902	0.0000	12,957.7687	12,957.7687	0.4483	0.0000	12,967.1832
Waste						0.0000	0.0000		0.0000	0.0000	804.6745	0.0000	804.6745	47.5549	0.0000	1,803.3273
Water						0.0000	0.0000		0.0000	0.0000	45.1660	866.6250	911.7910	4.6780	0.1176	1,046.4854
<b>Total</b>	<b>18.6035</b>	<b>16.1070</b>	<b>75.4862</b>	<b>0.1960</b>	<b>12.5192</b>	<b>0.3874</b>	<b>12.9066</b>	<b>3.3506</b>	<b>0.3673</b>	<b>3.7179</b>	<b>849.8405</b>	<b>18,154.1182</b>	<b>19,003.9587</b>	<b>52.8554</b>	<b>0.1699</b>	<b>20,166.5966</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>7.16</b>	<b>26.84</b>	<b>21.50</b>	<b>32.10</b>	<b>33.66</b>	<b>26.53</b>	<b>33.46</b>	<b>33.66</b>	<b>26.26</b>	<b>32.99</b>	<b>1.31</b>	<b>34.15</b>	<b>33.16</b>	<b>2.76</b>	<b>25.97</b>	<b>31.97</b>

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase One:Demolition	Demolition	1/1/2016	4/29/2016	5	86	
2	Phase One: Grading	Grading	3/1/2016	3/31/2017	5	284	
3	Phase One:Building Construction	Building Construction	9/1/2016	4/30/2019	5	694	
4	Phase Two: Paving	Paving	4/3/2017	12/29/2017	5	195	
5	Phase Two: Architectural Coating	Architectural Coating	5/1/2017	10/31/2017	5	132	
6	Phase One:Architectural Coating	Architectural Coating	7/2/2018	10/31/2019	5	349	
7	Phase One:Paving	Paving	11/1/2018	11/29/2019	5	282	
8	Phase Three: Demolition	Demolition	7/1/2019	11/29/2019	5	110	
9	Phase Three: Grading	Grading	10/1/2019	12/31/2019	5	66	
10	Phase Three: Construction	Building Construction	12/2/2019	3/31/2020	5	87	
11	Phase Four:Demolition	Demolition	1/1/2020	6/30/2020	5	130	
12	Phase Four: Grading	Grading	6/1/2020	12/31/2020	5	154	
13	Phase Four: Construction	Building Construction	11/2/2020	2/28/2022	5	346	
14	Phase Four: Architectural Coating	Architectural Coating	9/1/2021	7/29/2022	5	238	
15	Phase Four: Paving	Paving	4/1/2022	7/29/2022	5	86	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 475,875; Residential Outdoor: 158,625; Non-Residential Indoor: 150,000; Non-Residential Outdoor: 50,000 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase One:Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase One:Demolition	Excavators	3	8.00	162	0.38

Phase One:Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase One: Grading	Excavators	2	8.00	162	0.38
Phase One: Grading	Graders	1	8.00	174	0.41
Phase One: Grading	Rubber Tired Dozers	1	8.00	255	0.40
Phase One: Grading	Scrapers	2	8.00	361	0.48
Phase One: Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase One:Building Construction	Cranes	1	7.00	226	0.29
Phase One:Building Construction	Forklifts	3	8.00	89	0.20
Phase One:Building Construction	Generator Sets	1	8.00	84	0.74
Phase One:Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase One:Building Construction	Welders	1	8.00	46	0.45
Phase Two: Paving	Pavers	2	8.00	125	0.42
Phase Two: Paving	Paving Equipment	2	8.00	130	0.36
Phase Two: Paving	Rollers	2	8.00	80	0.38
Phase Two: Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase One:Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase One:Paving	Pavers	2	8.00	125	0.42
Phase One:Paving	Paving Equipment	2	8.00	130	0.36
Phase One:Paving	Rollers	2	8.00	80	0.38
Phase Three: Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase Three: Demolition	Excavators	3	8.00	162	0.38
Phase Three: Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase Three: Grading	Excavators	2	8.00	162	0.38
Phase Three: Grading	Graders	1	8.00	174	0.41
Phase Three: Grading	Rubber Tired Dozers	1	8.00	255	0.40
Phase Three: Grading	Scrapers	2	8.00	361	0.48
Phase Three: Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase Three: Construction	Cranes	1	7.00	226	0.29

Phase Three: Construction	Forklifts	3	8.00	89	0.20
Phase Three: Construction	Generator Sets	1	8.00	84	0.74
Phase Three: Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase Three: Construction	Welders	1	8.00	46	0.45
Phase Four: Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase Four: Demolition	Excavators	3	8.00	162	0.38
Phase Four: Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase Four: Grading	Excavators	2	8.00	162	0.38
Phase Four: Grading	Graders	1	8.00	174	0.41
Phase Four: Grading	Rubber Tired Dozers	1	8.00	255	0.40
Phase Four: Grading	Scrapers	2	8.00	361	0.48
Phase Four: Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase Four: Construction	Cranes	1	7.00	226	0.29
Phase Four: Construction	Forklifts	3	8.00	89	0.20
Phase Four: Construction	Generator Sets	1	8.00	84	0.74
Phase Four: Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase Four: Construction	Welders	1	8.00	46	0.45
Phase Four: Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase Four: Paving	Pavers	2	8.00	125	0.42
Phase Four: Paving	Paving Equipment	2	8.00	130	0.36
Phase Four: Paving	Rollers	2	8.00	80	0.38

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase One:Demolition	6	15.00	0.00	1,892.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One: Grading	8	20.00	0.00	22,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One:Building Construction	9	1,143.00	354.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Two: Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Two: Architectural Coating	1	229.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One: Architectural Coating	1	229.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One:Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Three: Demolition	6	15.00	0.00	628.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Three: Grading	8	20.00	0.00	8,525.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Three: Construction	9	1,143.00	354.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Demolition	6	15.00	0.00	1,287.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Grading	8	20.00	0.00	25,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Construction	9	1,143.00	354.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Architectural Coating	1	229.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

Clean Paved Roads

**3.2 Phase One:Demolition - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2048	0.0000	0.2048	0.0310	0.0000	0.0310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1844	1.9632	1.5063	1.7200e-003		0.0986	0.0986		0.0919	0.0919	0.0000	159.5187	159.5187	0.0434	0.0000	160.4296
<b>Total</b>	<b>0.1844</b>	<b>1.9632</b>	<b>1.5063</b>	<b>1.7200e-003</b>	<b>0.2048</b>	<b>0.0986</b>	<b>0.3033</b>	<b>0.0310</b>	<b>0.0919</b>	<b>0.1229</b>	<b>0.0000</b>	<b>159.5187</b>	<b>159.5187</b>	<b>0.0434</b>	<b>0.0000</b>	<b>160.4296</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0168	0.2733	0.2066	7.0000e-004	0.0162	4.1200e-003	0.0203	4.4500e-003	3.7900e-003	8.2400e-003	0.0000	63.7134	63.7134	4.6000e-004	0.0000	63.7229
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5900e-003	3.8100e-003	0.0396	9.0000e-005	7.0800e-003	6.0000e-005	7.1400e-003	1.8800e-003	6.0000e-005	1.9300e-003	0.0000	6.6298	6.6298	3.6000e-004	0.0000	6.6373
<b>Total</b>	<b>0.0194</b>	<b>0.2771</b>	<b>0.2462</b>	<b>7.9000e-004</b>	<b>0.0233</b>	<b>4.1800e-003</b>	<b>0.0275</b>	<b>6.3300e-003</b>	<b>3.8500e-003</b>	<b>0.0102</b>	<b>0.0000</b>	<b>70.3431</b>	<b>70.3431</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>70.3602</b>

**3.2 Phase One:Demolition - 2016****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0921	0.0000	0.0921	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.0883	1.0245	1.7200e-003		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	159.5185	159.5185	0.0434	0.0000	160.4295
<b>Total</b>	<b>0.0204</b>	<b>0.0883</b>	<b>1.0245</b>	<b>1.7200e-003</b>	<b>0.0921</b>	<b>4.1000e-004</b>	<b>0.0926</b>	<b>0.0140</b>	<b>4.1000e-004</b>	<b>0.0144</b>	<b>0.0000</b>	<b>159.5185</b>	<b>159.5185</b>	<b>0.0434</b>	<b>0.0000</b>	<b>160.4295</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0168	0.2733	0.2066	7.0000e-004	0.0162	4.1200e-003	0.0203	4.4500e-003	3.7900e-003	8.2400e-003	0.0000	63.7134	63.7134	4.6000e-004	0.0000	63.7229
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5900e-003	3.8100e-003	0.0396	9.0000e-005	7.0800e-003	6.0000e-005	7.1400e-003	1.8800e-003	6.0000e-005	1.9300e-003	0.0000	6.6298	6.6298	3.6000e-004	0.0000	6.6373
<b>Total</b>	<b>0.0194</b>	<b>0.2771</b>	<b>0.2462</b>	<b>7.9000e-004</b>	<b>0.0233</b>	<b>4.1800e-003</b>	<b>0.0275</b>	<b>6.3300e-003</b>	<b>3.8500e-003</b>	<b>0.0102</b>	<b>0.0000</b>	<b>70.3431</b>	<b>70.3431</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>70.3602</b>

**3.3 Phase One: Grading - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.8675	0.0000	0.8675	0.4718	0.0000	0.4718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.7095	8.1921	5.3806	6.7600e-003		0.3925	0.3925		0.3611	0.3611	0.0000	637.2432	637.2432	0.1922	0.0000	641.2797
<b>Total</b>	<b>0.7095</b>	<b>8.1921</b>	<b>5.3806</b>	<b>6.7600e-003</b>	<b>0.8675</b>	<b>0.3925</b>	<b>1.2600</b>	<b>0.4718</b>	<b>0.3611</b>	<b>0.8329</b>	<b>0.0000</b>	<b>637.2432</b>	<b>637.2432</b>	<b>0.1922</b>	<b>0.0000</b>	<b>641.2797</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1544	2.5065	1.8945	6.3900e-003	0.1820	0.0378	0.2198	0.0490	0.0348	0.0837	0.0000	584.2754	584.2754	4.1800e-003	0.0000	584.3632
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-003	0.0129	0.1344	3.0000e-004	0.0240	2.0000e-004	0.0242	6.3800e-003	1.9000e-004	6.5700e-003	0.0000	22.5105	22.5105	1.2100e-003	0.0000	22.5359
<b>Total</b>	<b>0.1632</b>	<b>2.5194</b>	<b>2.0289</b>	<b>6.6900e-003</b>	<b>0.2061</b>	<b>0.0380</b>	<b>0.2441</b>	<b>0.0554</b>	<b>0.0350</b>	<b>0.0903</b>	<b>0.0000</b>	<b>606.7859</b>	<b>606.7859</b>	<b>5.3900e-003</b>	<b>0.0000</b>	<b>606.8991</b>

### 3.3 Phase One: Grading - 2016

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3904	0.0000	0.3904	0.2123	0.0000	0.2123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0828	0.3589	3.8083	6.7600e-003		1.6600e-003	1.6600e-003		1.6600e-003	1.6600e-003	0.0000	637.2424	637.2424	0.1922	0.0000	641.2790
<b>Total</b>	<b>0.0828</b>	<b>0.3589</b>	<b>3.8083</b>	<b>6.7600e-003</b>	<b>0.3904</b>	<b>1.6600e-003</b>	<b>0.3921</b>	<b>0.2123</b>	<b>1.6600e-003</b>	<b>0.2140</b>	<b>0.0000</b>	<b>637.2424</b>	<b>637.2424</b>	<b>0.1922</b>	<b>0.0000</b>	<b>641.2790</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1544	2.5065	1.8945	6.3900e-003	0.1820	0.0378	0.2198	0.0490	0.0348	0.0837	0.0000	584.2754	584.2754	4.1800e-003	0.0000	584.3632
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-003	0.0129	0.1344	3.0000e-004	0.0240	2.0000e-004	0.0242	6.3800e-003	1.9000e-004	6.5700e-003	0.0000	22.5105	22.5105	1.2100e-003	0.0000	22.5359
<b>Total</b>	<b>0.1632</b>	<b>2.5194</b>	<b>2.0289</b>	<b>6.6900e-003</b>	<b>0.2061</b>	<b>0.0380</b>	<b>0.2441</b>	<b>0.0554</b>	<b>0.0350</b>	<b>0.0903</b>	<b>0.0000</b>	<b>606.7859</b>	<b>606.7859</b>	<b>5.3900e-003</b>	<b>0.0000</b>	<b>606.8991</b>

**3.3 Phase One: Grading - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.8675	0.0000	0.8675	0.4718	0.0000	0.4718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1982	2.2617	1.5212	2.0100e-003		0.1078	0.1078		0.0992	0.0992	0.0000	186.1402	186.1402	0.0570	0.0000	187.3379
<b>Total</b>	<b>0.1982</b>	<b>2.2617</b>	<b>1.5212</b>	<b>2.0100e-003</b>	<b>0.8675</b>	<b>0.1078</b>	<b>0.9754</b>	<b>0.4718</b>	<b>0.0992</b>	<b>0.5710</b>	<b>0.0000</b>	<b>186.1402</b>	<b>186.1402</b>	<b>0.0570</b>	<b>0.0000</b>	<b>187.3379</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0432	0.6818	0.5421	1.9000e-003	0.1564	0.0103	0.1667	0.0397	9.4300e-003	0.0491	0.0000	170.5682	170.5682	1.2100e-003	0.0000	170.5937
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3400e-003	3.4600e-003	0.0360	9.0000e-005	7.1300e-003	6.0000e-005	7.1900e-003	1.8900e-003	5.0000e-005	1.9500e-003	0.0000	6.4247	6.4247	3.3000e-004	0.0000	6.4316
<b>Total</b>	<b>0.0455</b>	<b>0.6853</b>	<b>0.5781</b>	<b>1.9900e-003</b>	<b>0.1635</b>	<b>0.0103</b>	<b>0.1739</b>	<b>0.0416</b>	<b>9.4800e-003</b>	<b>0.0510</b>	<b>0.0000</b>	<b>176.9928</b>	<b>176.9928</b>	<b>1.5400e-003</b>	<b>0.0000</b>	<b>177.0253</b>

**3.3 Phase One: Grading - 2017****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3904	0.0000	0.3904	0.2123	0.0000	0.2123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0246	0.1065	1.1303	2.0100e-003		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	186.1400	186.1400	0.0570	0.0000	187.3377
<b>Total</b>	<b>0.0246</b>	<b>0.1065</b>	<b>1.1303</b>	<b>2.0100e-003</b>	<b>0.3904</b>	<b>4.9000e-004</b>	<b>0.3909</b>	<b>0.2123</b>	<b>4.9000e-004</b>	<b>0.2128</b>	<b>0.0000</b>	<b>186.1400</b>	<b>186.1400</b>	<b>0.0570</b>	<b>0.0000</b>	<b>187.3377</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0432	0.6818	0.5421	1.9000e-003	0.1564	0.0103	0.1667	0.0397	9.4300e-003	0.0491	0.0000	170.5682	170.5682	1.2100e-003	0.0000	170.5937
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3400e-003	3.4600e-003	0.0360	9.0000e-005	7.1300e-003	6.0000e-005	7.1900e-003	1.8900e-003	5.0000e-005	1.9500e-003	0.0000	6.4247	6.4247	3.3000e-004	0.0000	6.4316
<b>Total</b>	<b>0.0455</b>	<b>0.6853</b>	<b>0.5781</b>	<b>1.9900e-003</b>	<b>0.1635</b>	<b>0.0103</b>	<b>0.1739</b>	<b>0.0416</b>	<b>9.4800e-003</b>	<b>0.0510</b>	<b>0.0000</b>	<b>176.9928</b>	<b>176.9928</b>	<b>1.5400e-003</b>	<b>0.0000</b>	<b>177.0253</b>

### 3.4 Phase One: Building Construction - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1482	1.2400	0.8050	1.1700e-003		0.0856	0.0856		0.0804	0.0804	0.0000	105.3368	105.3368	0.0261	0.0000	105.8854
<b>Total</b>	<b>0.1482</b>	<b>1.2400</b>	<b>0.8050</b>	<b>1.1700e-003</b>		<b>0.0856</b>	<b>0.0856</b>		<b>0.0804</b>	<b>0.0804</b>	<b>0.0000</b>	<b>105.3368</b>	<b>105.3368</b>	<b>0.0261</b>	<b>0.0000</b>	<b>105.8854</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1366	1.3903	1.7922	3.3400e-003	0.0948	0.0220	0.1167	0.0270	0.0202	0.0473	0.0000	303.5079	303.5079	2.2000e-003	0.0000	303.5541
Worker	0.1999	0.2936	3.0508	6.7000e-003	0.5455	4.6400e-003	0.5501	0.1449	4.2700e-003	0.1491	0.0000	511.0643	511.0643	0.0275	0.0000	511.6424
<b>Total</b>	<b>0.3365</b>	<b>1.6839</b>	<b>4.8430</b>	<b>0.0100</b>	<b>0.6403</b>	<b>0.0266</b>	<b>0.6669</b>	<b>0.1719</b>	<b>0.0245</b>	<b>0.1964</b>	<b>0.0000</b>	<b>814.5722</b>	<b>814.5722</b>	<b>0.0297</b>	<b>0.0000</b>	<b>815.1965</b>

### 3.4 Phase One: Building Construction - 2016

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0142	0.0970	0.7574	1.1700e-003		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	105.3367	105.3367	0.0261	0.0000	105.8853
<b>Total</b>	<b>0.0142</b>	<b>0.0970</b>	<b>0.7574</b>	<b>1.1700e-003</b>		<b>2.6000e-004</b>	<b>2.6000e-004</b>		<b>2.6000e-004</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>105.3367</b>	<b>105.3367</b>	<b>0.0261</b>	<b>0.0000</b>	<b>105.8853</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1366	1.3903	1.7922	3.3400e-003	0.0948	0.0220	0.1167	0.0270	0.0202	0.0473	0.0000	303.5079	303.5079	2.2000e-003	0.0000	303.5541
Worker	0.1999	0.2936	3.0508	6.7000e-003	0.5455	4.6400e-003	0.5501	0.1449	4.2700e-003	0.1491	0.0000	511.0643	511.0643	0.0275	0.0000	511.6424
<b>Total</b>	<b>0.3365</b>	<b>1.6839</b>	<b>4.8430</b>	<b>0.0100</b>	<b>0.6403</b>	<b>0.0266</b>	<b>0.6669</b>	<b>0.1719</b>	<b>0.0245</b>	<b>0.1964</b>	<b>0.0000</b>	<b>814.5722</b>	<b>814.5722</b>	<b>0.0297</b>	<b>0.0000</b>	<b>815.1965</b>

### 3.4 Phase One: Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4033	3.4327	2.3568	3.4900e-003		0.2316	0.2316		0.2175	0.2175	0.0000	311.3228	311.3228	0.0766	0.0000	312.9319
<b>Total</b>	<b>0.4033</b>	<b>3.4327</b>	<b>2.3568</b>	<b>3.4900e-003</b>		<b>0.2316</b>	<b>0.2316</b>		<b>0.2175</b>	<b>0.2175</b>	<b>0.0000</b>	<b>311.3228</b>	<b>311.3228</b>	<b>0.0766</b>	<b>0.0000</b>	<b>312.9319</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3732	3.7785	5.0754	9.9700e-003	0.2833	0.0586	0.3419	0.0809	0.0539	0.1348	0.0000	892.3358	892.3358	6.3600e-003	0.0000	892.4694
Worker	0.5348	0.7920	8.2224	0.0200	1.6302	0.0134	1.6436	0.4330	0.0123	0.4453	0.0000	1,468.6789	1,468.6789	0.0759	0.0000	1,470.2729
<b>Total</b>	<b>0.9080</b>	<b>4.5704</b>	<b>13.2978</b>	<b>0.0300</b>	<b>1.9135</b>	<b>0.0720</b>	<b>1.9854</b>	<b>0.5138</b>	<b>0.0662</b>	<b>0.5800</b>	<b>0.0000</b>	<b>2,361.0146</b>	<b>2,361.0146</b>	<b>0.0823</b>	<b>0.0000</b>	<b>2,362.7423</b>

### 3.4 Phase One: Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0424	0.2898	2.2634	3.4900e-003		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	311.3225	311.3225	0.0766	0.0000	312.9315
<b>Total</b>	<b>0.0424</b>	<b>0.2898</b>	<b>2.2634</b>	<b>3.4900e-003</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>311.3225</b>	<b>311.3225</b>	<b>0.0766</b>	<b>0.0000</b>	<b>312.9315</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3732	3.7785	5.0754	9.9700e-003	0.2833	0.0586	0.3419	0.0809	0.0539	0.1348	0.0000	892.3358	892.3358	6.3600e-003	0.0000	892.4694
Worker	0.5348	0.7920	8.2224	0.0200	1.6302	0.0134	1.6436	0.4330	0.0123	0.4453	0.0000	1,468.6789	1,468.6789	0.0759	0.0000	1,470.2729
<b>Total</b>	<b>0.9080</b>	<b>4.5704</b>	<b>13.2978</b>	<b>0.0300</b>	<b>1.9135</b>	<b>0.0720</b>	<b>1.9854</b>	<b>0.5138</b>	<b>0.0662</b>	<b>0.5800</b>	<b>0.0000</b>	<b>2,361.0146</b>	<b>2,361.0146</b>	<b>0.0823</b>	<b>0.0000</b>	<b>2,362.7423</b>

### 3.4 Phase One: Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9844	308.9844	0.0756	0.0000	310.5723
<b>Total</b>	<b>0.3483</b>	<b>3.0355</b>	<b>2.2880</b>	<b>3.5000e-003</b>		<b>0.1950</b>	<b>0.1950</b>		<b>0.1833</b>	<b>0.1833</b>	<b>0.0000</b>	<b>308.9844</b>	<b>308.9844</b>	<b>0.0756</b>	<b>0.0000</b>	<b>310.5723</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3504	3.4794	4.8810	0.0100	0.2844	0.0554	0.3398	0.0812	0.0510	0.1322	0.0000	880.7298	880.7298	6.3500e-003	0.0000	880.8631
Worker	0.4821	0.7211	7.4737	0.0201	1.6365	0.0131	1.6496	0.4346	0.0121	0.4467	0.0000	1,419.2991	1,419.2991	0.0707	0.0000	1,420.7842
<b>Total</b>	<b>0.8325</b>	<b>4.2004</b>	<b>12.3548</b>	<b>0.0301</b>	<b>1.9209</b>	<b>0.0685</b>	<b>1.9893</b>	<b>0.5158</b>	<b>0.0631</b>	<b>0.5789</b>	<b>0.0000</b>	<b>2,300.0289</b>	<b>2,300.0289</b>	<b>0.0771</b>	<b>0.0000</b>	<b>2,301.6473</b>

### 3.4 Phase One: Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0426	0.2909	2.2721	3.5000e-003		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	308.9841	308.9841	0.0756	0.0000	310.5720
<b>Total</b>	<b>0.0426</b>	<b>0.2909</b>	<b>2.2721</b>	<b>3.5000e-003</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>308.9841</b>	<b>308.9841</b>	<b>0.0756</b>	<b>0.0000</b>	<b>310.5720</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3504	3.4794	4.8810	0.0100	0.2844	0.0554	0.3398	0.0812	0.0510	0.1322	0.0000	880.7298	880.7298	6.3500e-003	0.0000	880.8631
Worker	0.4821	0.7211	7.4737	0.0201	1.6365	0.0131	1.6496	0.4346	0.0121	0.4467	0.0000	1,419.2991	1,419.2991	0.0707	0.0000	1,420.7842
<b>Total</b>	<b>0.8325</b>	<b>4.2004</b>	<b>12.3548</b>	<b>0.0301</b>	<b>1.9209</b>	<b>0.0685</b>	<b>1.9893</b>	<b>0.5158</b>	<b>0.0631</b>	<b>0.5789</b>	<b>0.0000</b>	<b>2,300.0289</b>	<b>2,300.0289</b>	<b>0.0771</b>	<b>0.0000</b>	<b>2,301.6473</b>

### 3.4 Phase One: Building Construction - 2019

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1011	0.9015	0.7362	1.1500e-003		0.0553	0.0553		0.0520	0.0520	0.0000	100.6728	100.6728	0.0245	0.0000	101.1872
<b>Total</b>	<b>0.1011</b>	<b>0.9015</b>	<b>0.7362</b>	<b>1.1500e-003</b>		<b>0.0553</b>	<b>0.0553</b>		<b>0.0520</b>	<b>0.0520</b>	<b>0.0000</b>	<b>100.6728</b>	<b>100.6728</b>	<b>0.0245</b>	<b>0.0000</b>	<b>101.1872</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1092	1.0567	1.5537	3.2800e-003	0.0937	0.0173	0.1110	0.0268	0.0160	0.0427	0.0000	284.5598	284.5598	2.0500e-003	0.0000	284.6029
Worker	0.1459	0.2179	2.2582	6.6000e-003	0.5392	4.2200e-003	0.5435	0.1432	3.9200e-003	0.1471	0.0000	449.8642	449.8642	0.0218	0.0000	450.3222
<b>Total</b>	<b>0.2551</b>	<b>1.2746</b>	<b>3.8119</b>	<b>9.8800e-003</b>	<b>0.6329</b>	<b>0.0216</b>	<b>0.6545</b>	<b>0.1700</b>	<b>0.0199</b>	<b>0.1898</b>	<b>0.0000</b>	<b>734.4240</b>	<b>734.4240</b>	<b>0.0239</b>	<b>0.0000</b>	<b>734.9252</b>

### 3.4 Phase One: Building Construction - 2019

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0140	0.0958	0.7487	1.1500e-003		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	100.6727	100.6727	0.0245	0.0000	101.1871
<b>Total</b>	<b>0.0140</b>	<b>0.0958</b>	<b>0.7487</b>	<b>1.1500e-003</b>		<b>2.6000e-004</b>	<b>2.6000e-004</b>		<b>2.6000e-004</b>	<b>2.6000e-004</b>	<b>0.0000</b>	<b>100.6727</b>	<b>100.6727</b>	<b>0.0245</b>	<b>0.0000</b>	<b>101.1871</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1092	1.0567	1.5537	3.2800e-003	0.0937	0.0173	0.1110	0.0268	0.0160	0.0427	0.0000	284.5598	284.5598	2.0500e-003	0.0000	284.6029
Worker	0.1459	0.2179	2.2582	6.6000e-003	0.5392	4.2200e-003	0.5435	0.1432	3.9200e-003	0.1471	0.0000	449.8642	449.8642	0.0218	0.0000	450.3222
<b>Total</b>	<b>0.2551</b>	<b>1.2746</b>	<b>3.8119</b>	<b>9.8800e-003</b>	<b>0.6329</b>	<b>0.0216</b>	<b>0.6545</b>	<b>0.1700</b>	<b>0.0199</b>	<b>0.1898</b>	<b>0.0000</b>	<b>734.4240</b>	<b>734.4240</b>	<b>0.0239</b>	<b>0.0000</b>	<b>734.9252</b>

**3.5 Phase Two: Paving - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1860	1.9789	1.4359	2.1700e-003		0.1110	0.1110		0.1021	0.1021	0.0000	201.7608	201.7608	0.0618	0.0000	203.0590
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1860</b>	<b>1.9789</b>	<b>1.4359</b>	<b>2.1700e-003</b>		<b>0.1110</b>	<b>0.1110</b>		<b>0.1021</b>	<b>0.1021</b>	<b>0.0000</b>	<b>201.7608</b>	<b>201.7608</b>	<b>0.0618</b>	<b>0.0000</b>	<b>203.0590</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2600e-003	7.7900e-003	0.0809	2.0000e-004	0.0161	1.3000e-004	0.0162	4.2600e-003	1.2000e-004	4.3800e-003	0.0000	14.4555	14.4555	7.5000e-004	0.0000	14.4712
<b>Total</b>	<b>5.2600e-003</b>	<b>7.7900e-003</b>	<b>0.0809</b>	<b>2.0000e-004</b>	<b>0.0161</b>	<b>1.3000e-004</b>	<b>0.0162</b>	<b>4.2600e-003</b>	<b>1.2000e-004</b>	<b>4.3800e-003</b>	<b>0.0000</b>	<b>14.4555</b>	<b>14.4555</b>	<b>7.5000e-004</b>	<b>0.0000</b>	<b>14.4712</b>

**3.5 Phase Two: Paving - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0268	0.1160	1.6504	2.1700e-003		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	201.7606	201.7606	0.0618	0.0000	203.0588
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0268</b>	<b>0.1160</b>	<b>1.6504</b>	<b>2.1700e-003</b>		<b>5.4000e-004</b>	<b>5.4000e-004</b>		<b>5.4000e-004</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>201.7606</b>	<b>201.7606</b>	<b>0.0618</b>	<b>0.0000</b>	<b>203.0588</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2600e-003	7.7900e-003	0.0809	2.0000e-004	0.0161	1.3000e-004	0.0162	4.2600e-003	1.2000e-004	4.3800e-003	0.0000	14.4555	14.4555	7.5000e-004	0.0000	14.4712
<b>Total</b>	<b>5.2600e-003</b>	<b>7.7900e-003</b>	<b>0.0809</b>	<b>2.0000e-004</b>	<b>0.0161</b>	<b>1.3000e-004</b>	<b>0.0162</b>	<b>4.2600e-003</b>	<b>1.2000e-004</b>	<b>4.3800e-003</b>	<b>0.0000</b>	<b>14.4555</b>	<b>14.4555</b>	<b>7.5000e-004</b>	<b>0.0000</b>	<b>14.4712</b>

**3.6 Phase Two: Architectural Coating - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6143					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0219	0.1442	0.1233	2.0000e-004		0.0114	0.0114		0.0114	0.0114	0.0000	16.8515	16.8515	1.7800e-003	0.0000	16.8888
<b>Total</b>	<b>1.6362</b>	<b>0.1442</b>	<b>0.1233</b>	<b>2.0000e-004</b>		<b>0.0114</b>	<b>0.0114</b>		<b>0.0114</b>	<b>0.0114</b>	<b>0.0000</b>	<b>16.8515</b>	<b>16.8515</b>	<b>1.7800e-003</b>	<b>0.0000</b>	<b>16.8888</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0544	0.0806	0.8364	2.0400e-003	0.1658	1.3600e-003	0.1672	0.0440	1.2500e-003	0.0453	0.0000	149.3883	149.3883	7.7200e-003	0.0000	149.5505
<b>Total</b>	<b>0.0544</b>	<b>0.0806</b>	<b>0.8364</b>	<b>2.0400e-003</b>	<b>0.1658</b>	<b>1.3600e-003</b>	<b>0.1672</b>	<b>0.0440</b>	<b>1.2500e-003</b>	<b>0.0453</b>	<b>0.0000</b>	<b>149.3883</b>	<b>149.3883</b>	<b>7.7200e-003</b>	<b>0.0000</b>	<b>149.5505</b>

### 3.6 Phase Two: Architectural Coating - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6143					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9600e-003	8.5000e-003	0.1209	2.0000e-004		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	16.8515	16.8515	1.7800e-003	0.0000	16.8888
<b>Total</b>	<b>1.6162</b>	<b>8.5000e-003</b>	<b>0.1209</b>	<b>2.0000e-004</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>16.8515</b>	<b>16.8515</b>	<b>1.7800e-003</b>	<b>0.0000</b>	<b>16.8888</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0544	0.0806	0.8364	2.0400e-003	0.1658	1.3600e-003	0.1672	0.0440	1.2500e-003	0.0453	0.0000	149.3883	149.3883	7.7200e-003	0.0000	149.5505
<b>Total</b>	<b>0.0544</b>	<b>0.0806</b>	<b>0.8364</b>	<b>2.0400e-003</b>	<b>0.1658</b>	<b>1.3600e-003</b>	<b>0.1672</b>	<b>0.0440</b>	<b>1.2500e-003</b>	<b>0.0453</b>	<b>0.0000</b>	<b>149.3883</b>	<b>149.3883</b>	<b>7.7200e-003</b>	<b>0.0000</b>	<b>149.5505</b>

**3.7 Phase One:Architectural Coating - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2741					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0196	0.1314	0.1215	1.9000e-004		9.8600e-003	9.8600e-003		9.8600e-003	9.8600e-003	0.0000	16.7238	16.7238	1.5900e-003	0.0000	16.7572
<b>Total</b>	<b>2.2936</b>	<b>0.1314</b>	<b>0.1215</b>	<b>1.9000e-004</b>		<b>9.8600e-003</b>	<b>9.8600e-003</b>		<b>9.8600e-003</b>	<b>9.8600e-003</b>	<b>0.0000</b>	<b>16.7238</b>	<b>16.7238</b>	<b>1.5900e-003</b>	<b>0.0000</b>	<b>16.7572</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0485	0.0725	0.7516	2.0200e-003	0.1646	1.3100e-003	0.1659	0.0437	1.2100e-003	0.0449	0.0000	142.7230	142.7230	7.1100e-003	0.0000	142.8723
<b>Total</b>	<b>0.0485</b>	<b>0.0725</b>	<b>0.7516</b>	<b>2.0200e-003</b>	<b>0.1646</b>	<b>1.3100e-003</b>	<b>0.1659</b>	<b>0.0437</b>	<b>1.2100e-003</b>	<b>0.0449</b>	<b>0.0000</b>	<b>142.7230</b>	<b>142.7230</b>	<b>7.1100e-003</b>	<b>0.0000</b>	<b>142.8723</b>

### 3.7 Phase One:Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2741					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	8.4300e-003	0.1200	1.9000e-004		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	16.7238	16.7238	1.5900e-003	0.0000	16.7572
<b>Total</b>	<b>2.2760</b>	<b>8.4300e-003</b>	<b>0.1200</b>	<b>1.9000e-004</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>16.7238</b>	<b>16.7238</b>	<b>1.5900e-003</b>	<b>0.0000</b>	<b>16.7572</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0485	0.0725	0.7516	2.0200e-003	0.1646	1.3100e-003	0.1659	0.0437	1.2100e-003	0.0449	0.0000	142.7230	142.7230	7.1100e-003	0.0000	142.8723
<b>Total</b>	<b>0.0485</b>	<b>0.0725</b>	<b>0.7516</b>	<b>2.0200e-003</b>	<b>0.1646</b>	<b>1.3100e-003</b>	<b>0.1659</b>	<b>0.0437</b>	<b>1.2100e-003</b>	<b>0.0449</b>	<b>0.0000</b>	<b>142.7230</b>	<b>142.7230</b>	<b>7.1100e-003</b>	<b>0.0000</b>	<b>142.8723</b>

**3.7 Phase One:Architectural Coating - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.7843					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0290	0.2001	0.2007	3.2000e-004		0.0140	0.0140		0.0140	0.0140	0.0000	27.8305	27.8305	2.3500e-003	0.0000	27.8798
<b>Total</b>	<b>3.8134</b>	<b>0.2001</b>	<b>0.2007</b>	<b>3.2000e-004</b>		<b>0.0140</b>	<b>0.0140</b>		<b>0.0140</b>	<b>0.0140</b>	<b>0.0000</b>	<b>27.8305</b>	<b>27.8305</b>	<b>2.3500e-003</b>	<b>0.0000</b>	<b>27.8798</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.1107	1.1469	3.3500e-003	0.2739	2.1500e-003	0.2760	0.0727	1.9900e-003	0.0747	0.0000	228.4697	228.4697	0.0111	0.0000	228.7024
<b>Total</b>	<b>0.0741</b>	<b>0.1107</b>	<b>1.1469</b>	<b>3.3500e-003</b>	<b>0.2739</b>	<b>2.1500e-003</b>	<b>0.2760</b>	<b>0.0727</b>	<b>1.9900e-003</b>	<b>0.0747</b>	<b>0.0000</b>	<b>228.4697</b>	<b>228.4697</b>	<b>0.0111</b>	<b>0.0000</b>	<b>228.7024</b>

### 3.7 Phase One:Architectural Coating - 2019

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.7843					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2400e-003	0.0140	0.1997	3.2000e-004		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	27.8304	27.8304	2.3500e-003	0.0000	27.8798
<b>Total</b>	<b>3.7876</b>	<b>0.0140</b>	<b>0.1997</b>	<b>3.2000e-004</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>27.8304</b>	<b>27.8304</b>	<b>2.3500e-003</b>	<b>0.0000</b>	<b>27.8798</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.1107	1.1469	3.3500e-003	0.2739	2.1500e-003	0.2760	0.0727	1.9900e-003	0.0747	0.0000	228.4697	228.4697	0.0111	0.0000	228.7024
<b>Total</b>	<b>0.0741</b>	<b>0.1107</b>	<b>1.1469</b>	<b>3.3500e-003</b>	<b>0.2739</b>	<b>2.1500e-003</b>	<b>0.2760</b>	<b>0.0727</b>	<b>1.9900e-003</b>	<b>0.0747</b>	<b>0.0000</b>	<b>228.4697</b>	<b>228.4697</b>	<b>0.0111</b>	<b>0.0000</b>	<b>228.7024</b>

**3.8 Phase One:Paving - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0347	0.3690	0.3116	4.8000e-004		0.0202	0.0202		0.0186	0.0186	0.0000	43.7928	43.7928	0.0136	0.0000	44.0791
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0347</b>	<b>0.3690</b>	<b>0.3116</b>	<b>4.8000e-004</b>		<b>0.0202</b>	<b>0.0202</b>		<b>0.0186</b>	<b>0.0186</b>	<b>0.0000</b>	<b>43.7928</b>	<b>43.7928</b>	<b>0.0136</b>	<b>0.0000</b>	<b>44.0791</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	1.5600e-003	0.0162	4.0000e-005	3.5400e-003	3.0000e-005	3.5700e-003	9.4000e-004	3.0000e-005	9.7000e-004	0.0000	3.0687	3.0687	1.5000e-004	0.0000	3.0719
<b>Total</b>	<b>1.0400e-003</b>	<b>1.5600e-003</b>	<b>0.0162</b>	<b>4.0000e-005</b>	<b>3.5400e-003</b>	<b>3.0000e-005</b>	<b>3.5700e-003</b>	<b>9.4000e-004</b>	<b>3.0000e-005</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>3.0687</b>	<b>3.0687</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>3.0719</b>

**3.8 Phase One:Paving - 2018****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.9000e-003	0.0256	0.3639	4.8000e-004		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	43.7927	43.7927	0.0136	0.0000	44.0790
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.9000e-003</b>	<b>0.0256</b>	<b>0.3639</b>	<b>4.8000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>43.7927</b>	<b>43.7927</b>	<b>0.0136</b>	<b>0.0000</b>	<b>44.0790</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	1.5600e-003	0.0162	4.0000e-005	3.5400e-003	3.0000e-005	3.5700e-003	9.4000e-004	3.0000e-005	9.7000e-004	0.0000	3.0687	3.0687	1.5000e-004	0.0000	3.0719
<b>Total</b>	<b>1.0400e-003</b>	<b>1.5600e-003</b>	<b>0.0162</b>	<b>4.0000e-005</b>	<b>3.5400e-003</b>	<b>3.0000e-005</b>	<b>3.5700e-003</b>	<b>9.4000e-004</b>	<b>3.0000e-005</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>3.0687</b>	<b>3.0687</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>3.0719</b>

**3.8 Phase One:Paving - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1704	1.7848	1.7166	2.6700e-003		0.0967	0.0967		0.0890	0.0890	0.0000	239.4716	239.4716	0.0758	0.0000	241.0627
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1704</b>	<b>1.7848</b>	<b>1.7166</b>	<b>2.6700e-003</b>		<b>0.0967</b>	<b>0.0967</b>		<b>0.0890</b>	<b>0.0890</b>	<b>0.0000</b>	<b>239.4716</b>	<b>239.4716</b>	<b>0.0758</b>	<b>0.0000</b>	<b>241.0627</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3200e-003	7.9500e-003	0.0824	2.4000e-004	0.0197	1.5000e-004	0.0198	5.2200e-003	1.4000e-004	5.3700e-003	0.0000	16.4069	16.4069	8.0000e-004	0.0000	16.4236
<b>Total</b>	<b>5.3200e-003</b>	<b>7.9500e-003</b>	<b>0.0824</b>	<b>2.4000e-004</b>	<b>0.0197</b>	<b>1.5000e-004</b>	<b>0.0198</b>	<b>5.2200e-003</b>	<b>1.4000e-004</b>	<b>5.3700e-003</b>	<b>0.0000</b>	<b>16.4069</b>	<b>16.4069</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>16.4236</b>

**3.8 Phase One:Paving - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0328	0.1422	2.0229	2.6700e-003		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	239.4714	239.4714	0.0758	0.0000	241.0624
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0328</b>	<b>0.1422</b>	<b>2.0229</b>	<b>2.6700e-003</b>		<b>6.6000e-004</b>	<b>6.6000e-004</b>		<b>6.6000e-004</b>	<b>6.6000e-004</b>	<b>0.0000</b>	<b>239.4714</b>	<b>239.4714</b>	<b>0.0758</b>	<b>0.0000</b>	<b>241.0624</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3200e-003	7.9500e-003	0.0824	2.4000e-004	0.0197	1.5000e-004	0.0198	5.2200e-003	1.4000e-004	5.3700e-003	0.0000	16.4069	16.4069	8.0000e-004	0.0000	16.4236
<b>Total</b>	<b>5.3200e-003</b>	<b>7.9500e-003</b>	<b>0.0824</b>	<b>2.4000e-004</b>	<b>0.0197</b>	<b>1.5000e-004</b>	<b>0.0198</b>	<b>5.2200e-003</b>	<b>1.4000e-004</b>	<b>5.3700e-003</b>	<b>0.0000</b>	<b>16.4069</b>	<b>16.4069</b>	<b>8.0000e-004</b>	<b>0.0000</b>	<b>16.4236</b>

**3.9 Phase Three: Demolition - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0679	0.0000	0.0679	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1827	1.8668	1.6943	2.2000e-003		0.0905	0.0905		0.0842	0.0842	0.0000	196.0497	196.0497	0.0548	0.0000	197.1995
<b>Total</b>	<b>0.1827</b>	<b>1.8668</b>	<b>1.6943</b>	<b>2.2000e-003</b>	<b>0.0679</b>	<b>0.0905</b>	<b>0.1584</b>	<b>0.0103</b>	<b>0.0842</b>	<b>0.0945</b>	<b>0.0000</b>	<b>196.0497</b>	<b>196.0497</b>	<b>0.0548</b>	<b>0.0000</b>	<b>197.1995</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.9900e-003	0.0721	0.0636	2.3000e-004	5.3900e-003	1.2500e-003	6.6300e-003	1.4800e-003	1.1500e-003	2.6300e-003	0.0000	20.0584	20.0584	1.5000e-004	0.0000	20.0615
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4500e-003	3.6600e-003	0.0379	1.1000e-004	9.0500e-003	7.0000e-005	9.1200e-003	2.4000e-003	7.0000e-005	2.4700e-003	0.0000	7.5513	7.5513	3.7000e-004	0.0000	7.5590
<b>Total</b>	<b>7.4400e-003</b>	<b>0.0757</b>	<b>0.1015</b>	<b>3.4000e-004</b>	<b>0.0144</b>	<b>1.3200e-003</b>	<b>0.0158</b>	<b>3.8800e-003</b>	<b>1.2200e-003</b>	<b>5.1000e-003</b>	<b>0.0000</b>	<b>27.6097</b>	<b>27.6097</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>27.6205</b>

**3.9 Phase Three: Demolition - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0306	0.0000	0.0306	4.6300e-003	0.0000	4.6300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0261	0.1129	1.3104	2.2000e-003		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	196.0495	196.0495	0.0548	0.0000	197.1993
<b>Total</b>	<b>0.0261</b>	<b>0.1129</b>	<b>1.3104</b>	<b>2.2000e-003</b>	<b>0.0306</b>	<b>5.2000e-004</b>	<b>0.0311</b>	<b>4.6300e-003</b>	<b>5.2000e-004</b>	<b>5.1500e-003</b>	<b>0.0000</b>	<b>196.0495</b>	<b>196.0495</b>	<b>0.0548</b>	<b>0.0000</b>	<b>197.1993</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.9900e-003	0.0721	0.0636	2.3000e-004	5.3900e-003	1.2500e-003	6.6300e-003	1.4800e-003	1.1500e-003	2.6300e-003	0.0000	20.0584	20.0584	1.5000e-004	0.0000	20.0615
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4500e-003	3.6600e-003	0.0379	1.1000e-004	9.0500e-003	7.0000e-005	9.1200e-003	2.4000e-003	7.0000e-005	2.4700e-003	0.0000	7.5513	7.5513	3.7000e-004	0.0000	7.5590
<b>Total</b>	<b>7.4400e-003</b>	<b>0.0757</b>	<b>0.1015</b>	<b>3.4000e-004</b>	<b>0.0144</b>	<b>1.3200e-003</b>	<b>0.0158</b>	<b>3.8800e-003</b>	<b>1.2200e-003</b>	<b>5.1000e-003</b>	<b>0.0000</b>	<b>27.6097</b>	<b>27.6097</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>27.6205</b>

**3.10 Phase Three: Grading - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2042	0.0000	0.2042	0.1100	0.0000	0.1100	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1614	1.7885	1.3295	2.0400e-003		0.0827	0.0827		0.0761	0.0761	0.0000	182.9549	182.9549	0.0579	0.0000	184.1705
<b>Total</b>	<b>0.1614</b>	<b>1.7885</b>	<b>1.3295</b>	<b>2.0400e-003</b>	<b>0.2042</b>	<b>0.0827</b>	<b>0.2869</b>	<b>0.1100</b>	<b>0.0761</b>	<b>0.1861</b>	<b>0.0000</b>	<b>182.9549</b>	<b>182.9549</b>	<b>0.0579</b>	<b>0.0000</b>	<b>184.1705</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0677	0.9781	0.8635	3.1200e-003	0.0731	0.0169	0.0900	0.0201	0.0156	0.0356	0.0000	272.2891	272.2891	2.0200e-003	0.0000	272.3316
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9600e-003	2.9300e-003	0.0303	9.0000e-005	7.2400e-003	6.0000e-005	7.3000e-003	1.9200e-003	5.0000e-005	1.9800e-003	0.0000	6.0410	6.0410	2.9000e-004	0.0000	6.0472
<b>Total</b>	<b>0.0697</b>	<b>0.9810</b>	<b>0.8938</b>	<b>3.2100e-003</b>	<b>0.0803</b>	<b>0.0170</b>	<b>0.0973</b>	<b>0.0220</b>	<b>0.0156</b>	<b>0.0376</b>	<b>0.0000</b>	<b>278.3302</b>	<b>278.3302</b>	<b>2.3100e-003</b>	<b>0.0000</b>	<b>278.3788</b>

**3.10 Phase Three: Grading - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0919	0.0000	0.0919	0.0495	0.0000	0.0495	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0250	0.1082	1.1477	2.0400e-003		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004	0.0000	182.9547	182.9547	0.0579	0.0000	184.1703
<b>Total</b>	<b>0.0250</b>	<b>0.1082</b>	<b>1.1477</b>	<b>2.0400e-003</b>	<b>0.0919</b>	<b>5.0000e-004</b>	<b>0.0924</b>	<b>0.0495</b>	<b>5.0000e-004</b>	<b>0.0500</b>	<b>0.0000</b>	<b>182.9547</b>	<b>182.9547</b>	<b>0.0579</b>	<b>0.0000</b>	<b>184.1703</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0677	0.9781	0.8635	3.1200e-003	0.0731	0.0169	0.0900	0.0201	0.0156	0.0356	0.0000	272.2891	272.2891	2.0200e-003	0.0000	272.3316
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9600e-003	2.9300e-003	0.0303	9.0000e-005	7.2400e-003	6.0000e-005	7.3000e-003	1.9200e-003	5.0000e-005	1.9800e-003	0.0000	6.0410	6.0410	2.9000e-004	0.0000	6.0472
<b>Total</b>	<b>0.0697</b>	<b>0.9810</b>	<b>0.8938</b>	<b>3.2100e-003</b>	<b>0.0803</b>	<b>0.0170</b>	<b>0.0973</b>	<b>0.0220</b>	<b>0.0156</b>	<b>0.0376</b>	<b>0.0000</b>	<b>278.3302</b>	<b>278.3302</b>	<b>2.3100e-003</b>	<b>0.0000</b>	<b>278.3788</b>

**3.11 Phase Three: Construction - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0259	0.2306	0.1883	2.9000e-004		0.0141	0.0141		0.0133	0.0133	0.0000	25.7535	25.7535	6.2700e-003	0.0000	25.8851
<b>Total</b>	<b>0.0259</b>	<b>0.2306</b>	<b>0.1883</b>	<b>2.9000e-004</b>		<b>0.0141</b>	<b>0.0141</b>		<b>0.0133</b>	<b>0.0133</b>	<b>0.0000</b>	<b>25.7535</b>	<b>25.7535</b>	<b>6.2700e-003</b>	<b>0.0000</b>	<b>25.8851</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0279	0.2703	0.3975	8.4000e-004	0.0240	4.4300e-003	0.0284	6.8400e-003	4.0800e-003	0.0109	0.0000	72.7944	72.7944	5.2000e-004	0.0000	72.8054
Worker	0.0373	0.0557	0.5777	1.6900e-003	0.1379	1.0800e-003	0.1390	0.0366	1.0000e-003	0.0376	0.0000	115.0815	115.0815	5.5800e-003	0.0000	115.1987
<b>Total</b>	<b>0.0652</b>	<b>0.3261</b>	<b>0.9751</b>	<b>2.5300e-003</b>	<b>0.1619</b>	<b>5.5100e-003</b>	<b>0.1674</b>	<b>0.0435</b>	<b>5.0800e-003</b>	<b>0.0486</b>	<b>0.0000</b>	<b>187.8759</b>	<b>187.8759</b>	<b>6.1000e-003</b>	<b>0.0000</b>	<b>188.0041</b>

**3.11 Phase Three: Construction - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5900e-003	0.0245	0.1915	2.9000e-004		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	25.7535	25.7535	6.2700e-003	0.0000	25.8851
<b>Total</b>	<b>3.5900e-003</b>	<b>0.0245</b>	<b>0.1915</b>	<b>2.9000e-004</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>25.7535</b>	<b>25.7535</b>	<b>6.2700e-003</b>	<b>0.0000</b>	<b>25.8851</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0279	0.2703	0.3975	8.4000e-004	0.0240	4.4300e-003	0.0284	6.8400e-003	4.0800e-003	0.0109	0.0000	72.7944	72.7944	5.2000e-004	0.0000	72.8054
Worker	0.0373	0.0557	0.5777	1.6900e-003	0.1379	1.0800e-003	0.1390	0.0366	1.0000e-003	0.0376	0.0000	115.0815	115.0815	5.5800e-003	0.0000	115.1987
<b>Total</b>	<b>0.0652</b>	<b>0.3261</b>	<b>0.9751</b>	<b>2.5300e-003</b>	<b>0.1619</b>	<b>5.5100e-003</b>	<b>0.1674</b>	<b>0.0435</b>	<b>5.0800e-003</b>	<b>0.0486</b>	<b>0.0000</b>	<b>187.8759</b>	<b>187.8759</b>	<b>6.1000e-003</b>	<b>0.0000</b>	<b>188.0041</b>

**3.11 Phase Three: Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0686	0.6202	0.5463	8.7000e-004		0.0362	0.0362		0.0340	0.0340	0.0000	74.9612	74.9612	0.0183	0.0000	75.3447
<b>Total</b>	<b>0.0686</b>	<b>0.6202</b>	<b>0.5463</b>	<b>8.7000e-004</b>		<b>0.0362</b>	<b>0.0362</b>		<b>0.0340</b>	<b>0.0340</b>	<b>0.0000</b>	<b>74.9612</b>	<b>74.9612</b>	<b>0.0183</b>	<b>0.0000</b>	<b>75.3447</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0782	0.6967	1.1387	2.4800e-003	0.0708	0.0120	0.0828	0.0202	0.0110	0.0313	0.0000	210.2300	210.2300	1.5200e-003	0.0000	210.2618
Worker	0.1033	0.1526	1.5882	4.9900e-003	0.4076	3.1700e-003	0.4107	0.1082	2.9400e-003	0.1112	0.0000	326.2020	326.2020	0.0156	0.0000	326.5299
<b>Total</b>	<b>0.1815</b>	<b>0.8493</b>	<b>2.7269</b>	<b>7.4700e-003</b>	<b>0.4784</b>	<b>0.0152</b>	<b>0.4936</b>	<b>0.1285</b>	<b>0.0140</b>	<b>0.1424</b>	<b>0.0000</b>	<b>536.4320</b>	<b>536.4320</b>	<b>0.0171</b>	<b>0.0000</b>	<b>536.7918</b>

**3.11 Phase Three: Construction - 2020****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0106	0.0724	0.5659	8.7000e-004		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	74.9611	74.9611	0.0183	0.0000	75.3447
<b>Total</b>	<b>0.0106</b>	<b>0.0724</b>	<b>0.5659</b>	<b>8.7000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>		<b>2.0000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>74.9611</b>	<b>74.9611</b>	<b>0.0183</b>	<b>0.0000</b>	<b>75.3447</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0782	0.6967	1.1387	2.4800e-003	0.0708	0.0120	0.0828	0.0202	0.0110	0.0313	0.0000	210.2300	210.2300	1.5200e-003	0.0000	210.2618
Worker	0.1033	0.1526	1.5882	4.9900e-003	0.4076	3.1700e-003	0.4107	0.1082	2.9400e-003	0.1112	0.0000	326.2020	326.2020	0.0156	0.0000	326.5299
<b>Total</b>	<b>0.1815</b>	<b>0.8493</b>	<b>2.7269</b>	<b>7.4700e-003</b>	<b>0.4784</b>	<b>0.0152</b>	<b>0.4936</b>	<b>0.1285</b>	<b>0.0140</b>	<b>0.1424</b>	<b>0.0000</b>	<b>536.4320</b>	<b>536.4320</b>	<b>0.0171</b>	<b>0.0000</b>	<b>536.7918</b>

**3.12 Phase Four:Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1393	0.0000	0.1393	0.0211	0.0000	0.0211	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2013	2.0160	1.9247	2.6000e-003		0.0968	0.0968		0.0901	0.0901	0.0000	227.4441	227.4441	0.0645	0.0000	228.7980
<b>Total</b>	<b>0.2013</b>	<b>2.0160</b>	<b>1.9247</b>	<b>2.6000e-003</b>	<b>0.1393</b>	<b>0.0968</b>	<b>0.2361</b>	<b>0.0211</b>	<b>0.0901</b>	<b>0.1112</b>	<b>0.0000</b>	<b>227.4441</b>	<b>227.4441</b>	<b>0.0645</b>	<b>0.0000</b>	<b>228.7980</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0100	0.1317	0.1287	4.7000e-004	0.0110	2.5300e-003	0.0136	3.0300e-003	2.3300e-003	5.3600e-003	0.0000	40.1810	40.1810	3.1000e-004	0.0000	40.1874
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7100e-003	4.0100e-003	0.0417	1.3000e-004	0.0107	8.0000e-005	0.0108	2.8400e-003	8.0000e-005	2.9200e-003	0.0000	8.5617	8.5617	4.1000e-004	0.0000	8.5703
<b>Total</b>	<b>0.0127</b>	<b>0.1357</b>	<b>0.1703</b>	<b>6.0000e-004</b>	<b>0.0217</b>	<b>2.6100e-003</b>	<b>0.0244</b>	<b>5.8700e-003</b>	<b>2.4100e-003</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>48.7427</b>	<b>48.7427</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>48.7577</b>

**3.12 Phase Four:Demolition - 2020****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0627	0.0000	0.0627	9.4900e-003	0.0000	9.4900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0308	0.1335	1.5487	2.6000e-003		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	227.4439	227.4439	0.0645	0.0000	228.7977
<b>Total</b>	<b>0.0308</b>	<b>0.1335</b>	<b>1.5487</b>	<b>2.6000e-003</b>	<b>0.0627</b>	<b>6.2000e-004</b>	<b>0.0633</b>	<b>9.4900e-003</b>	<b>6.2000e-004</b>	<b>0.0101</b>	<b>0.0000</b>	<b>227.4439</b>	<b>227.4439</b>	<b>0.0645</b>	<b>0.0000</b>	<b>228.7977</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0100	0.1317	0.1287	4.7000e-004	0.0110	2.5300e-003	0.0136	3.0300e-003	2.3300e-003	5.3600e-003	0.0000	40.1810	40.1810	3.1000e-004	0.0000	40.1874
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7100e-003	4.0100e-003	0.0417	1.3000e-004	0.0107	8.0000e-005	0.0108	2.8400e-003	8.0000e-005	2.9200e-003	0.0000	8.5617	8.5617	4.1000e-004	0.0000	8.5703
<b>Total</b>	<b>0.0127</b>	<b>0.1357</b>	<b>0.1703</b>	<b>6.0000e-004</b>	<b>0.0217</b>	<b>2.6100e-003</b>	<b>0.0244</b>	<b>5.8700e-003</b>	<b>2.4100e-003</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>48.7427</b>	<b>48.7427</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>48.7577</b>

**3.13 Phase Four: Grading - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4761	0.0000	0.4761	0.2567	0.0000	0.2567	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3504	3.8026	2.9588	4.7500e-003		0.1742	0.1742		0.1602	0.1602	0.0000	417.5622	417.5622	0.1351	0.0000	420.3983
<b>Total</b>	<b>0.3504</b>	<b>3.8026</b>	<b>2.9588</b>	<b>4.7500e-003</b>	<b>0.4761</b>	<b>0.1742</b>	<b>0.6502</b>	<b>0.2567</b>	<b>0.1602</b>	<b>0.4170</b>	<b>0.0000</b>	<b>417.5622</b>	<b>417.5622</b>	<b>0.1351</b>	<b>0.0000</b>	<b>420.3983</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1944	2.5572	2.4990	9.1500e-003	0.2144	0.0492	0.2636	0.0588	0.0453	0.1041	0.0000	780.5158	780.5158	5.9400e-003	0.0000	780.6405
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2800e-003	6.3300e-003	0.0658	2.1000e-004	0.0169	1.3000e-004	0.0170	4.4900e-003	1.2000e-004	4.6100e-003	0.0000	13.5232	13.5232	6.5000e-004	0.0000	13.5367
<b>Total</b>	<b>0.1987</b>	<b>2.5636</b>	<b>2.5648</b>	<b>9.3600e-003</b>	<b>0.2313</b>	<b>0.0494</b>	<b>0.2807</b>	<b>0.0633</b>	<b>0.0454</b>	<b>0.1087</b>	<b>0.0000</b>	<b>794.0390</b>	<b>794.0390</b>	<b>6.5900e-003</b>	<b>0.0000</b>	<b>794.1773</b>

**3.13 Phase Four: Grading - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2142	0.0000	0.2142	0.1155	0.0000	0.1155	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0582	0.2524	2.6780	4.7500e-003		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	417.5617	417.5617	0.1351	0.0000	420.3978
<b>Total</b>	<b>0.0582</b>	<b>0.2524</b>	<b>2.6780</b>	<b>4.7500e-003</b>	<b>0.2142</b>	<b>1.1600e-003</b>	<b>0.2154</b>	<b>0.1155</b>	<b>1.1600e-003</b>	<b>0.1167</b>	<b>0.0000</b>	<b>417.5617</b>	<b>417.5617</b>	<b>0.1351</b>	<b>0.0000</b>	<b>420.3978</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1944	2.5572	2.4990	9.1500e-003	0.2144	0.0492	0.2636	0.0588	0.0453	0.1041	0.0000	780.5158	780.5158	5.9400e-003	0.0000	780.6405
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2800e-003	6.3300e-003	0.0658	2.1000e-004	0.0169	1.3000e-004	0.0170	4.4900e-003	1.2000e-004	4.6100e-003	0.0000	13.5232	13.5232	6.5000e-004	0.0000	13.5367
<b>Total</b>	<b>0.1987</b>	<b>2.5636</b>	<b>2.5648</b>	<b>9.3600e-003</b>	<b>0.2313</b>	<b>0.0494</b>	<b>0.2807</b>	<b>0.0633</b>	<b>0.0454</b>	<b>0.1087</b>	<b>0.0000</b>	<b>794.0390</b>	<b>794.0390</b>	<b>6.5900e-003</b>	<b>0.0000</b>	<b>794.1773</b>

**3.14 Phase Four: Construction - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0465	0.4199	0.3698	5.9000e-004		0.0245	0.0245		0.0230	0.0230	0.0000	50.7430	50.7430	0.0124	0.0000	51.0026
<b>Total</b>	<b>0.0465</b>	<b>0.4199</b>	<b>0.3698</b>	<b>5.9000e-004</b>		<b>0.0245</b>	<b>0.0245</b>		<b>0.0230</b>	<b>0.0230</b>	<b>0.0000</b>	<b>50.7430</b>	<b>50.7430</b>	<b>0.0124</b>	<b>0.0000</b>	<b>51.0026</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0530	0.4716	0.7708	1.6800e-003	0.0479	8.1200e-003	0.0561	0.0137	7.4700e-003	0.0212	0.0000	142.3095	142.3095	1.0300e-003	0.0000	142.3311
Worker	0.0699	0.1033	1.0751	3.3800e-003	0.2759	2.1500e-003	0.2780	0.0733	1.9900e-003	0.0753	0.0000	220.8137	220.8137	0.0106	0.0000	221.0356
<b>Total</b>	<b>0.1229</b>	<b>0.5749</b>	<b>1.8459</b>	<b>5.0600e-003</b>	<b>0.3238</b>	<b>0.0103</b>	<b>0.3341</b>	<b>0.0870</b>	<b>9.4600e-003</b>	<b>0.0964</b>	<b>0.0000</b>	<b>363.1232</b>	<b>363.1232</b>	<b>0.0116</b>	<b>0.0000</b>	<b>363.3667</b>

**3.14 Phase Four: Construction - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.1800e-003	0.0490	0.3830	5.9000e-004		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	50.7429	50.7429	0.0124	0.0000	51.0025
<b>Total</b>	<b>7.1800e-003</b>	<b>0.0490</b>	<b>0.3830</b>	<b>5.9000e-004</b>		<b>1.3000e-004</b>	<b>1.3000e-004</b>		<b>1.3000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>50.7429</b>	<b>50.7429</b>	<b>0.0124</b>	<b>0.0000</b>	<b>51.0025</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0530	0.4716	0.7708	1.6800e-003	0.0479	8.1200e-003	0.0561	0.0137	7.4700e-003	0.0212	0.0000	142.3095	142.3095	1.0300e-003	0.0000	142.3311
Worker	0.0699	0.1033	1.0751	3.3800e-003	0.2759	2.1500e-003	0.2780	0.0733	1.9900e-003	0.0753	0.0000	220.8137	220.8137	0.0106	0.0000	221.0356
<b>Total</b>	<b>0.1229</b>	<b>0.5749</b>	<b>1.8459</b>	<b>5.0600e-003</b>	<b>0.3238</b>	<b>0.0103</b>	<b>0.3341</b>	<b>0.0870</b>	<b>9.4600e-003</b>	<b>0.0964</b>	<b>0.0000</b>	<b>363.1232</b>	<b>363.1232</b>	<b>0.0116</b>	<b>0.0000</b>	<b>363.3667</b>

**3.14 Phase Four: Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2471	2.2629	2.1582	3.5000e-003		0.1246	0.1246		0.1172	0.1172	0.0000	301.0339	301.0339	0.0725	0.0000	302.5568
<b>Total</b>	<b>0.2471</b>	<b>2.2629</b>	<b>2.1582</b>	<b>3.5000e-003</b>		<b>0.1246</b>	<b>0.1246</b>		<b>0.1172</b>	<b>0.1172</b>	<b>0.0000</b>	<b>301.0339</b>	<b>301.0339</b>	<b>0.0725</b>	<b>0.0000</b>	<b>302.5568</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3030	2.3748	4.4564	9.9400e-003	0.2844	0.0439	0.3283	0.0812	0.0404	0.1216	0.0000	843.7771	843.7771	6.1500e-003	0.0000	843.9061
Worker	0.3922	0.5730	5.9895	0.0201	1.6365	0.0128	1.6493	0.4346	0.0118	0.4464	0.0000	1,289.4781	1,289.4781	0.0600	0.0000	1,290.7384
<b>Total</b>	<b>0.6952</b>	<b>2.9478</b>	<b>10.4459</b>	<b>0.0300</b>	<b>1.9209</b>	<b>0.0566</b>	<b>1.9775</b>	<b>0.5158</b>	<b>0.0522</b>	<b>0.5680</b>	<b>0.0000</b>	<b>2,133.2552</b>	<b>2,133.2552</b>	<b>0.0662</b>	<b>0.0000</b>	<b>2,134.6445</b>

**3.14 Phase Four: Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0426	0.2909	2.2721	3.5000e-003		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	301.0335	301.0335	0.0725	0.0000	302.5565
<b>Total</b>	<b>0.0426</b>	<b>0.2909</b>	<b>2.2721</b>	<b>3.5000e-003</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>301.0335</b>	<b>301.0335</b>	<b>0.0725</b>	<b>0.0000</b>	<b>302.5565</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3030	2.3748	4.4564	9.9400e-003	0.2844	0.0439	0.3283	0.0812	0.0404	0.1216	0.0000	843.7771	843.7771	6.1500e-003	0.0000	843.9061
Worker	0.3922	0.5730	5.9895	0.0201	1.6365	0.0128	1.6493	0.4346	0.0118	0.4464	0.0000	1,289.4781	1,289.4781	0.0600	0.0000	1,290.7384
<b>Total</b>	<b>0.6952</b>	<b>2.9478</b>	<b>10.4459</b>	<b>0.0300</b>	<b>1.9209</b>	<b>0.0566</b>	<b>1.9775</b>	<b>0.5158</b>	<b>0.0522</b>	<b>0.5680</b>	<b>0.0000</b>	<b>2,133.2552</b>	<b>2,133.2552</b>	<b>0.0662</b>	<b>0.0000</b>	<b>2,134.6445</b>

**3.14 Phase Four: Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0348	0.3185	0.3347	5.5000e-004		0.0165	0.0165		0.0155	0.0155	0.0000	47.3068	47.3068	0.0113	0.0000	47.5445
<b>Total</b>	<b>0.0348</b>	<b>0.3185</b>	<b>0.3347</b>	<b>5.5000e-004</b>		<b>0.0165</b>	<b>0.0165</b>		<b>0.0155</b>	<b>0.0155</b>	<b>0.0000</b>	<b>47.3068</b>	<b>47.3068</b>	<b>0.0113</b>	<b>0.0000</b>	<b>47.5445</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0465	0.3386	0.6830	1.5600e-003	0.0447	6.8200e-003	0.0515	0.0128	6.2700e-003	0.0190	0.0000	132.4287	132.4287	9.9000e-004	0.0000	132.4494
Worker	0.0583	0.0844	0.8846	3.1500e-003	0.2571	2.0000e-003	0.2591	0.0683	1.8600e-003	0.0701	0.0000	199.1965	199.1965	9.0300e-003	0.0000	199.3861
<b>Total</b>	<b>0.1048</b>	<b>0.4230</b>	<b>1.5676</b>	<b>4.7100e-003</b>	<b>0.3018</b>	<b>8.8200e-003</b>	<b>0.3106</b>	<b>0.0810</b>	<b>8.1300e-003</b>	<b>0.0892</b>	<b>0.0000</b>	<b>331.6252</b>	<b>331.6252</b>	<b>0.0100</b>	<b>0.0000</b>	<b>331.8355</b>

**3.14 Phase Four: Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.6900e-003	0.0457	0.3569	5.5000e-004		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	47.3068	47.3068	0.0113	0.0000	47.5444
<b>Total</b>	<b>6.6900e-003</b>	<b>0.0457</b>	<b>0.3569</b>	<b>5.5000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>		<b>1.2000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>47.3068</b>	<b>47.3068</b>	<b>0.0113</b>	<b>0.0000</b>	<b>47.5444</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0465	0.3386	0.6830	1.5600e-003	0.0447	6.8200e-003	0.0515	0.0128	6.2700e-003	0.0190	0.0000	132.4287	132.4287	9.9000e-004	0.0000	132.4494
Worker	0.0583	0.0844	0.8846	3.1500e-003	0.2571	2.0000e-003	0.2591	0.0683	1.8600e-003	0.0701	0.0000	199.1965	199.1965	9.0300e-003	0.0000	199.3861
<b>Total</b>	<b>0.1048</b>	<b>0.4230</b>	<b>1.5676</b>	<b>4.7100e-003</b>	<b>0.3018</b>	<b>8.8200e-003</b>	<b>0.3106</b>	<b>0.0810</b>	<b>8.1300e-003</b>	<b>0.0892</b>	<b>0.0000</b>	<b>331.6252</b>	<b>331.6252</b>	<b>0.0100</b>	<b>0.0000</b>	<b>331.8355</b>

### 3.15 Phase Four: Architectural Coating - 2021

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.5348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6300e-003	0.0672	0.0800	1.3000e-004		4.1400e-003	4.1400e-003		4.1400e-003	4.1400e-003	0.0000	11.2343	11.2343	7.7000e-004	0.0000	11.2505
<b>Total</b>	<b>2.5444</b>	<b>0.0672</b>	<b>0.0800</b>	<b>1.3000e-004</b>		<b>4.1400e-003</b>	<b>4.1400e-003</b>		<b>4.1400e-003</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>11.2343</b>	<b>11.2343</b>	<b>7.7000e-004</b>	<b>0.0000</b>	<b>11.2505</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0387	0.4046	1.3600e-003	0.1106	8.6000e-004	0.1114	0.0294	8.0000e-004	0.0302	0.0000	87.1055	87.1055	4.0500e-003	0.0000	87.1906
<b>Total</b>	<b>0.0265</b>	<b>0.0387</b>	<b>0.4046</b>	<b>1.3600e-003</b>	<b>0.1106</b>	<b>8.6000e-004</b>	<b>0.1114</b>	<b>0.0294</b>	<b>8.0000e-004</b>	<b>0.0302</b>	<b>0.0000</b>	<b>87.1055</b>	<b>87.1055</b>	<b>4.0500e-003</b>	<b>0.0000</b>	<b>87.1906</b>

### 3.15 Phase Four: Architectural Coating - 2021

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.5348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	5.6700e-003	0.0806	1.3000e-004		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	11.2343	11.2343	7.7000e-004	0.0000	11.2505
<b>Total</b>	<b>2.5361</b>	<b>5.6700e-003</b>	<b>0.0806</b>	<b>1.3000e-004</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>11.2343</b>	<b>11.2343</b>	<b>7.7000e-004</b>	<b>0.0000</b>	<b>11.2505</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0387	0.4046	1.3600e-003	0.1106	8.6000e-004	0.1114	0.0294	8.0000e-004	0.0302	0.0000	87.1055	87.1055	4.0500e-003	0.0000	87.1906
<b>Total</b>	<b>0.0265</b>	<b>0.0387</b>	<b>0.4046</b>	<b>1.3600e-003</b>	<b>0.1106</b>	<b>8.6000e-004</b>	<b>0.1114</b>	<b>0.0294</b>	<b>8.0000e-004</b>	<b>0.0302</b>	<b>0.0000</b>	<b>87.1055</b>	<b>87.1055</b>	<b>4.0500e-003</b>	<b>0.0000</b>	<b>87.1906</b>

**3.15 Phase Four: Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.3206					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0153	0.1056	0.1360	2.2000e-004		6.1300e-003	6.1300e-003		6.1300e-003	6.1300e-003	0.0000	19.1494	19.1494	1.2500e-003	0.0000	19.1756
<b>Total</b>	<b>4.3359</b>	<b>0.1056</b>	<b>0.1360</b>	<b>2.2000e-004</b>		<b>6.1300e-003</b>	<b>6.1300e-003</b>		<b>6.1300e-003</b>	<b>6.1300e-003</b>	<b>0.0000</b>	<b>19.1494</b>	<b>19.1494</b>	<b>1.2500e-003</b>	<b>0.0000</b>	<b>19.1756</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0427	0.0619	0.6484	2.3100e-003	0.1884	1.4700e-003	0.1899	0.0500	1.3600e-003	0.0514	0.0000	146.0086	146.0086	6.6200e-003	0.0000	146.1475
<b>Total</b>	<b>0.0427</b>	<b>0.0619</b>	<b>0.6484</b>	<b>2.3100e-003</b>	<b>0.1884</b>	<b>1.4700e-003</b>	<b>0.1899</b>	<b>0.0500</b>	<b>1.3600e-003</b>	<b>0.0514</b>	<b>0.0000</b>	<b>146.0086</b>	<b>146.0086</b>	<b>6.6200e-003</b>	<b>0.0000</b>	<b>146.1475</b>

### 3.15 Phase Four: Architectural Coating - 2022

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.3206					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2300e-003	9.6600e-003	0.1374	2.2000e-004		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	19.1494	19.1494	1.2500e-003	0.0000	19.1756
<b>Total</b>	<b>4.3228</b>	<b>9.6600e-003</b>	<b>0.1374</b>	<b>2.2000e-004</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>19.1494</b>	<b>19.1494</b>	<b>1.2500e-003</b>	<b>0.0000</b>	<b>19.1756</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0427	0.0619	0.6484	2.3100e-003	0.1884	1.4700e-003	0.1899	0.0500	1.3600e-003	0.0514	0.0000	146.0086	146.0086	6.6200e-003	0.0000	146.1475
<b>Total</b>	<b>0.0427</b>	<b>0.0619</b>	<b>0.6484</b>	<b>2.3100e-003</b>	<b>0.1884</b>	<b>1.4700e-003</b>	<b>0.1899</b>	<b>0.0500</b>	<b>1.3600e-003</b>	<b>0.0514</b>	<b>0.0000</b>	<b>146.0086</b>	<b>146.0086</b>	<b>6.6200e-003</b>	<b>0.0000</b>	<b>146.1475</b>

**3.16 Phase Four: Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0465	0.4692	0.6141	9.6000e-004		0.0240	0.0240		0.0221	0.0221	0.0000	84.2861	84.2861	0.0273	0.0000	84.8586
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0465</b>	<b>0.4692</b>	<b>0.6141</b>	<b>9.6000e-004</b>		<b>0.0240</b>	<b>0.0240</b>		<b>0.0221</b>	<b>0.0221</b>	<b>0.0000</b>	<b>84.2861</b>	<b>84.2861</b>	<b>0.0273</b>	<b>0.0000</b>	<b>84.8586</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	2.3200e-003	0.0244	9.0000e-005	7.0800e-003	6.0000e-005	7.1300e-003	1.8800e-003	5.0000e-005	1.9300e-003	0.0000	5.4833	5.4833	2.5000e-004	0.0000	5.4885
<b>Total</b>	<b>1.6100e-003</b>	<b>2.3200e-003</b>	<b>0.0244</b>	<b>9.0000e-005</b>	<b>7.0800e-003</b>	<b>6.0000e-005</b>	<b>7.1300e-003</b>	<b>1.8800e-003</b>	<b>5.0000e-005</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>5.4833</b>	<b>5.4833</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>5.4885</b>

**3.16 Phase Four: Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0118	0.0512	0.7279	9.6000e-004		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	84.2860	84.2860	0.0273	0.0000	84.8585
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0118</b>	<b>0.0512</b>	<b>0.7279</b>	<b>9.6000e-004</b>		<b>2.4000e-004</b>	<b>2.4000e-004</b>		<b>2.4000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>84.2860</b>	<b>84.2860</b>	<b>0.0273</b>	<b>0.0000</b>	<b>84.8585</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	2.3200e-003	0.0244	9.0000e-005	7.0800e-003	6.0000e-005	7.1300e-003	1.8800e-003	5.0000e-005	1.9300e-003	0.0000	5.4833	5.4833	2.5000e-004	0.0000	5.4885
<b>Total</b>	<b>1.6100e-003</b>	<b>2.3200e-003</b>	<b>0.0244</b>	<b>9.0000e-005</b>	<b>7.0800e-003</b>	<b>6.0000e-005</b>	<b>7.1300e-003</b>	<b>1.8800e-003</b>	<b>5.0000e-005</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>5.4833</b>	<b>5.4833</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>5.4885</b>

**4.0 Operational Detail - Mobile**

### 4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.3592	14.8803	67.5822	0.1886	12.5192	0.2596	12.7789	3.3506	0.2396	3.5902	0.0000	12,957.76 87	12,957.76 87	0.4483	0.0000	12,967.18 32
Unmitigated	8.1561	20.5618	87.1250	0.2799	18.8700	0.3768	19.2468	5.0503	0.3476	5.3980	0.0000	19,227.37 68	19,227.37 68	0.6474	0.0000	19,240.97 22

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	110.95	110.95	110.95	319,263	209,450
Condo/Townhouse High Rise	1,176.00	1,432.00	1214.00	4,162,091	2,881,466
Condo/Townhouse High Rise	3,410.40	4,152.80	3520.60	12,070,064	8,356,252
Enclosed Parking with Elevator	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government (Civic Center)	6,126.41	0.00	0.00	13,513,671	8,716,444
High Turnover (Sit Down Restaurant)	1,017.20	1,266.96	1054.72	1,442,202	950,727
Hotel	1,634.00	1,638.00	1190.00	3,749,016	2,465,413
Library	3,533.72	4,282.60	2345.08	8,762,925	5,655,704
Regional Shopping Center	3,238.08	1,599.04	807.68	5,746,096	3,781,132
<b>Total</b>	<b>20,246.76</b>	<b>14,482.35</b>	<b>10,243.03</b>	<b>49,765,327</b>	<b>33,016,588</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Government (Civic Center)	16.60	8.40	6.90	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Library	16.60	8.40	6.90	52.00	43.00	5.00	44	44	12
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504606	0.059848	0.182048	0.140509	0.043346	0.006835	0.016277	0.034901	0.001966	0.002503	0.004308	0.000568	0.002288

### 5.0 Energy Detail

#### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,044.0518	3,044.0518	0.1399	0.0290	3,055.9648
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,790.6450	5,790.6450	0.2662	0.0551	5,813.3068
NaturalGas Mitigated	0.1288	1.1429	0.7796	7.0200e-003		0.0890	0.0890		0.0890	0.0890	0.0000	1,274.4601	1,274.4601	0.0244	0.0234	1,282.2162
NaturalGas Unmitigated	0.1534	1.3613	0.9289	8.3700e-003		0.1060	0.1060		0.1060	0.1060	0.0000	1,517.9297	1,517.9297	0.0291	0.0278	1,527.1676

### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse High Rise	2.88121e+006	0.0155	0.1328	0.0565	8.5000e-004		0.0107	0.0107		0.0107	0.0107	0.0000	153.7521	153.7521	2.9500e-003	2.8200e-003	154.6878
Condo/Townhouse High Rise	8.3555e+006	0.0451	0.3850	0.1638	2.4600e-003		0.0311	0.0311		0.0311	0.0311	0.0000	445.8812	445.8812	8.5500e-003	8.1700e-003	448.5947
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	6.29342e+006	0.0339	0.3085	0.2591	1.8500e-003		0.0235	0.0235		0.0235	0.0235	0.0000	335.8407	335.8407	6.4400e-003	6.1600e-003	337.8846
High Turnover (Sit Down Restaurant)	1.86408e+006	0.0101	0.0914	0.0768	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.4744	99.4744	1.9100e-003	1.8200e-003	100.0798
Hotel	7.26581e+006	0.0392	0.3562	0.2992	2.1400e-003		0.0271	0.0271		0.0271	0.0271	0.0000	387.7312	387.7312	7.4300e-003	7.1100e-003	390.0909
Library	1.73052e+006	9.3300e-003	0.0848	0.0713	5.1000e-004		6.4500e-003	6.4500e-003		6.4500e-003	6.4500e-003	0.0000	92.3471	92.3471	1.7700e-003	1.6900e-003	92.9092
Regional Shopping Center	54400	2.9000e-004	2.6700e-003	2.2400e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.9030	2.9030	6.0000e-005	5.0000e-005	2.9207
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.1534</b>	<b>1.3613</b>	<b>0.9289</b>	<b>8.3800e-003</b>		<b>0.1060</b>	<b>0.1060</b>		<b>0.1060</b>	<b>0.1060</b>	<b>0.0000</b>	<b>1,517.9297</b>	<b>1,517.9297</b>	<b>0.0291</b>	<b>0.0278</b>	<b>1,527.1676</b>

### 5.2 Energy by Land Use - NaturalGas

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse High Rise	2.423e+006	0.0131	0.1117	0.0475	7.1000e-004		9.0300e-003	9.0300e-003		9.0300e-003	9.0300e-003	0.0000	129.3008	129.3008	2.4800e-003	2.3700e-003	130.0877
Condo/Townhouse High Rise	7.02671e+006	0.0379	0.3238	0.1378	2.0700e-003		0.0262	0.0262		0.0262	0.0262	0.0000	374.9722	374.9722	7.1900e-003	6.8700e-003	377.2542
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	5.07965e+006	0.0274	0.2490	0.2092	1.4900e-003		0.0189	0.0189		0.0189	0.0189	0.0000	271.0693	271.0693	5.2000e-003	4.9700e-003	272.7189
High Turnover (Sit Down Restaurant)	1.79171e+006	9.6600e-003	0.0878	0.0738	5.3000e-004		6.6800e-003	6.6800e-003		6.6800e-003	6.6800e-003	0.0000	95.6126	95.6126	1.8300e-003	1.7500e-003	96.1945
Hotel	6.04845e+006	0.0326	0.2965	0.2491	1.7800e-003		0.0225	0.0225		0.0225	0.0225	0.0000	322.7684	322.7684	6.1900e-003	5.9200e-003	324.7327
Library	1.4663e+006	7.9100e-003	0.0719	0.0604	4.3000e-004		5.4600e-003	5.4600e-003		5.4600e-003	5.4600e-003	0.0000	78.2471	78.2471	1.5000e-003	1.4300e-003	78.7233
Regional Shopping Center	46656	2.5000e-004	2.2900e-003	1.9200e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4897	2.4897	5.0000e-005	5.0000e-005	2.5049
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.1288</b>	<b>1.1429</b>	<b>0.7796</b>	<b>7.0200e-003</b>		<b>0.0890</b>	<b>0.0890</b>		<b>0.0890</b>	<b>0.0890</b>	<b>0.0000</b>	<b>1,274.4601</b>	<b>1,274.4601</b>	<b>0.0244</b>	<b>0.0234</b>	<b>1,282.2162</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	2.55077e+006	729.9460	0.0336	6.9400e-003	732.8027
Condo/Townhouse High Rise	879576	251.7055	0.0116	2.3900e-003	252.6906
Enclosed Parking with Elevator	1.37226e+006	392.6965	0.0181	3.7300e-003	394.2334
Enclosed Parking with Elevator	1.9546e+006	559.3418	0.0257	5.3200e-003	561.5308
Enclosed Parking with Elevator	674000	192.8765	8.8700e-003	1.8300e-003	193.6313
Government (Civic Center)	8.36627e+006	2,394.1501	0.1101	0.0228	2,403.5197
High Turnover (Sit Down Restaurant)	375280	107.3927	4.9400e-003	1.0200e-003	107.8130
Hotel	2.4684e+006	706.3744	0.0325	6.7200e-003	709.1388
Library	1.1086e+006	317.2446	0.0146	3.0200e-003	318.4862
Regional Shopping Center	485440	138.9169	6.3900e-003	1.3200e-003	139.4605
<b>Total</b>		<b>5,790.6450</b>	<b>0.2662</b>	<b>0.0551</b>	<b>5,813.3068</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	1.563e+006	447.2776	0.0206	4.2500e-003	449.0280
Condo/Townhouse High Rise	538964	154.2336	7.0900e-003	1.4700e-003	154.8372
Enclosed Parking with Elevator	298763	85.4959	3.9300e-003	8.1000e-004	85.8305
Enclosed Parking with Elevator	608280	174.0697	8.0000e-003	1.6600e-003	174.7510
Enclosed Parking with Elevator	866411	247.9382	0.0114	2.3600e-003	248.9085
Government (Civic Center)	4.39985e+006	1,259.0915	0.0579	0.0120	1,264.0189
High Turnover (Sit Down Restaurant)	229788	65.7577	3.0200e-003	6.3000e-004	66.0151
Hotel	1.30865e+006	374.4927	0.0172	3.5600e-003	375.9583
Library	609788	174.5010	8.0200e-003	1.6600e-003	175.1839
Regional Shopping Center	213840	61.1939	2.8100e-003	5.8000e-004	61.4334
<b>Total</b>		<b>3,044.0518</b>	<b>0.1399</b>	<b>0.0290</b>	<b>3,055.9648</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	11.1155	0.0837	7.1245	3.5000e-004		0.0388	0.0388		0.0388	0.0388	0.0000	11.2127	11.2127	9.8600e-003	0.0000	11.4198
Unmitigated	11.7277	0.0936	8.1014	4.3000e-004		0.0445	0.0445		0.0445	0.0445	0.0000	13.1990	13.1990	0.0130	0.0000	13.4714

### 6.2 Area by SubCategory

#### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.4489					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2487	0.0936	8.1014	4.3000e-004		0.0445	0.0445		0.0445	0.0445	0.0000	13.1990	13.1990	0.0130	0.0000	13.4714
<b>Total</b>	<b>11.7277</b>	<b>0.0936</b>	<b>8.1014</b>	<b>4.3000e-004</b>		<b>0.0445</b>	<b>0.0445</b>		<b>0.0445</b>	<b>0.0445</b>	<b>0.0000</b>	<b>13.1990</b>	<b>13.1990</b>	<b>0.0130</b>	<b>0.0000</b>	<b>13.4714</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.4768					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.4489					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1899	0.0837	7.1245	3.5000e-004		0.0388	0.0388		0.0388	0.0388	0.0000	11.2127	11.2127	9.8600e-003	0.0000	11.4198
<b>Total</b>	<b>11.1155</b>	<b>0.0837</b>	<b>7.1245</b>	<b>3.5000e-004</b>		<b>0.0388</b>	<b>0.0388</b>		<b>0.0388</b>	<b>0.0388</b>	<b>0.0000</b>	<b>11.2127</b>	<b>11.2127</b>	<b>9.8600e-003</b>	<b>0.0000</b>	<b>11.4198</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	911.7910	4.6780	0.1176	1,046.4854
Unmitigated	1,077.5393	5.8457	0.1466	1,245.7540

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 3.777	12.0083	5.5000e-004	1.1000e-004	12.0553
Condo/Townhouse High Rise	50.8201 / 32.0388	307.3492	1.6694	0.0419	355.3857
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	114.386 / 70.1077	685.4076	3.7571	0.0942	793.5036
High Turnover (Sit Down Restaurant)	2.42827 / 0.154996	10.3113	0.0796	1.9600e-003	12.5895
Hotel	5.07335 / 0.563706	22.3060	0.1663	4.1000e-003	27.0687
Library	2.87858 / 4.50239	25.9539	0.0950	2.4500e-003	28.7082
Regional Shopping Center	2.37032 / 1.45278	14.2031	0.0779	1.9500e-003	16.4430
<b>Total</b>		<b>1,077.5393</b>	<b>5.8457</b>	<b>0.1466</b>	<b>1,245.7540</b>

## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 3.5466	11.2758	5.2000e-004	1.1000e-004	11.3199
Condo/Townhouse High Rise	40.6561 / 30.0844	260.0381	1.3359	0.0336	298.5022
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	91.509 / 65.8311	579.3084	3.0066	0.0755	665.8601
High Turnover (Sit Down Restaurant)	1.94262 / 0.145541	8.3176	0.0636	1.5700e-003	10.1394
Hotel	4.05868 / 0.52932	18.0939	0.1330	3.2800e-003	21.9030
Library	2.30286 / 4.22775	22.7528	0.0760	1.9800e-003	24.9629
Regional Shopping Center	1.89626 / 1.36416	12.0045	0.0623	1.5700e-003	13.7980
<b>Total</b>		<b>911.7910</b>	<b>4.6780</b>	<b>0.1176</b>	<b>1,046.4854</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	804.6745	47.5549	0.0000	1,803.327 3
Unmitigated	804.6745	47.5549	0.0000	1,803.327 3

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.27	0.0548	3.2400e-003	0.0000	0.1228
Condo/Townhouse High Rise	358.8	72.8332	4.3043	0.0000	163.2238
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	3282	666.2163	39.3723	0.0000	1,493.0338
High Turnover (Sit Down Restaurant)	95.2	19.3247	1.1421	0.0000	43.3080
Hotel	109.5	22.2275	1.3136	0.0000	49.8133
Library	84.72	17.1974	1.0163	0.0000	38.5405
Regional Shopping Center	33.6	6.8205	0.4031	0.0000	15.2852
<b>Total</b>		<b>804.6745</b>	<b>47.5549</b>	<b>0.0000</b>	<b>1,803.3273</b>

## 8.2 Waste by Land Use

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.27	0.0548	3.2400e-003	0.0000	0.1228
Condo/Townhouse High Rise	358.8	72.8332	4.3043	0.0000	163.2238
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	3282	666.2163	39.3723	0.0000	1,493.0338
High Turnover (Sit Down Restaurant)	95.2	19.3247	1.1421	0.0000	43.3080
Hotel	109.5	22.2275	1.3136	0.0000	49.8133
Library	84.72	17.1974	1.0163	0.0000	38.5405
Regional Shopping Center	33.6	6.8205	0.4031	0.0000	15.2852
<b>Total</b>		<b>804.6745</b>	<b>47.5549</b>	<b>0.0000</b>	<b>1,803.3273</b>

## 9.0 Operational Offroad

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

## Long Beach Civic Center South Coast AQMD Air District, Summer

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	575.79	1000sqft	3.78	575,793.00	0
Library	92.00	1000sqft	1.73	92,000.00	0
Enclosed Parking with Elevator	509.00	Space	0.00	203,600.00	0
Enclosed Parking with Elevator	250.00	Space	0.00	100,000.00	0
Enclosed Parking with Elevator	725.00	Space	0.00	290,000.00	0
City Park	3.17	Acre	3.17	138,085.20	0
High Turnover (Sit Down Restaurant)	8.00	1000sqft	0.00	8,000.00	0
Hotel	200.00	Room	0.00	290,400.00	0
Condo/Townhouse High Rise	200.00	Dwelling Unit	0.90	235,000.00	572
Condo/Townhouse High Rise	580.00	Dwelling Unit	6.29	650,000.00	1659
Regional Shopping Center	32.00	1000sqft	0.00	32,000.00	0

#### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	9			<b>Operational Year</b>	2020
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Civic Center includes City Hall, Port Bldg, and plaza. Total lot acreage divided by uses (estimated from site plan). SF from PD.

Construction Phase - Construction Schedule from applicant provided material. Courthouse Demolition assumed to occur before grading begins.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Demolition - Demolition includes City Hall, Library, and Old Courthouse.

Grading - Grading area estimated from export study.

Architectural Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. SF updated based on phasing.

Vehicle Trips - Trip rates from LLG Traffic Study (Appendix E).

Woodstoves - Assumed compliance with SCAQMD's Healthy Hearths Initiative Rule 445 - wood burning devices cannot be installed in new developments.

Area Coating - Use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113. Non-residential SF does not include park.

Construction Off-road Equipment Mitigation - Assumed compliance with SCAQMD Fugitive Dust Rule 403 and Downtown Plan EIR Mitigation Measure AQ-1(c).

Mobile Land Use Mitigation - Approx. 107 du/acre (Center Block and Third and Pacific Block). Project site in Downtown.

Mobile Commute Mitigation - Assumed compliance with Downtown Plan EIR Mitigation Measure AQ-2.

Area Mitigation - Use of low-VOC paint (150 g/L for nonflat coatings) SCAQMD Rule 1113.

Energy Mitigation - Assumed compliance with DP EIR MM AQ-2 and MM GHG-2(b). Light energy reduction [https://www.energystar.gov/index.cfm?c=ssl.pr\\_why\\_es\\_com](https://www.energystar.gov/index.cfm?c=ssl.pr_why_es_com)

Water Mitigation - Assumed compliance with DP EIR MM GHG-2(b)

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	864,939.00	435,697.00
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tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	864,939.00	310,200.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,594,817.00	1,307,090.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,594,817.00	150,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,594,817.00	930,600.00





tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	300.00	87.00
tblConstructionPhase	NumDays	300.00	346.00
tblConstructionPhase	NumDays	300.00	694.00
tblConstructionPhase	NumDays	20.00	86.00
tblConstructionPhase	NumDays	20.00	130.00
tblConstructionPhase	NumDays	20.00	110.00
tblConstructionPhase	NumDays	30.00	154.00
tblConstructionPhase	NumDays	30.00	284.00
tblConstructionPhase	NumDays	30.00	66.00
tblConstructionPhase	NumDays	20.00	86.00
tblConstructionPhase	NumDays	20.00	195.00
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tblConstructionPhase	PhaseEndDate	3/4/2019	10/31/2019
tblConstructionPhase	PhaseEndDate	4/30/2020	3/31/2020
tblConstructionPhase	PhaseEndDate	4/29/2022	2/28/2022
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tblConstructionPhase	PhaseEndDate	2/1/2021	12/31/2020
tblConstructionPhase	PhaseEndDate	6/1/2017	3/31/2017
tblConstructionPhase	PhaseEndDate	3/2/2020	12/31/2019
tblConstructionPhase	PhaseEndDate	11/28/2022	7/29/2022

tblConstructionPhase	PhaseEndDate	1/28/2020	12/29/2017
tblConstructionPhase	PhaseEndDate	11/30/2020	11/29/2019
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tblConstructionPhase	PhaseStartDate	1/1/2021	11/2/2020
tblConstructionPhase	PhaseStartDate	4/1/2017	9/1/2016
tblConstructionPhase	PhaseStartDate	4/1/2020	1/1/2020
tblConstructionPhase	PhaseStartDate	11/30/2019	7/1/2019
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tblConstructionPhase	PhaseStartDate	4/30/2016	3/1/2016
tblConstructionPhase	PhaseStartDate	11/30/2019	10/1/2019
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tblConstructionPhase	PhaseStartDate	5/1/2019	4/3/2017
tblConstructionPhase	PhaseStartDate	11/1/2019	11/1/2018
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tblFireplaces	NumberNoFireplace	78.00	0.00
tblFireplaces	NumberWood	39.00	0.00
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tblGrading	AcresOfGrading	710.00	4.20
tblGrading	AcresOfGrading	165.00	3.10
tblGrading	MaterialExported	0.00	200,000.00
tblGrading	MaterialExported	0.00	180,000.00
tblGrading	MaterialImported	0.00	68,200.00

tblLandUse	LandUseSquareFeet	575,790.00	575,793.00
tblLandUse	LandUseSquareFeet	200,000.00	235,000.00
tblLandUse	LandUseSquareFeet	580,000.00	650,000.00
tblLandUse	LotAcreage	13.22	3.78
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tblLandUse	LotAcreage	6.52	0.00
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tblTripsAndVMT	VendorTripNumber	367.00	354.00
tblTripsAndVMT	VendorTripNumber	367.00	354.00
tblTripsAndVMT	WorkerTripNumber	1,227.00	1,143.00
tblTripsAndVMT	WorkerTripNumber	1,227.00	1,143.00
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tblTripsAndVMT	WorkerTripNumber	1,227.00	1,143.00
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tblTripsAndVMT	WorkerTripNumber	245.00	229.00
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tblVehicleEF	HHD	3.16	3.42
tblVehicleEF	HHD	1.68	1.69
tblVehicleEF	HHD	53.80	51.65

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tblVehicleEF	HHD	3.93	3.33
tblVehicleEF	HHD	4.25	3.36
tblVehicleEF	HHD	3.53	3.38
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tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	9.6100e-004	6.9000e-004
tblVehicleEF	HHD	8.9550e-003	8.5570e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7160e-003	8.7220e-003
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	8.6600e-004	6.4000e-004
tblVehicleEF	HHD	1.4370e-003	1.3690e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.56	0.61
tblVehicleEF	HHD	1.0510e-003	1.0190e-003
tblVehicleEF	HHD	0.24	0.24
tblVehicleEF	HHD	0.28	0.26
tblVehicleEF	HHD	1.42	1.22
tblVehicleEF	HHD	5.5990e-003	5.5920e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.4410e-003	1.3960e-003
tblVehicleEF	HHD	1.4370e-003	1.3690e-003

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.64	0.69
tblVehicleEF	HHD	1.0510e-003	1.0190e-003
tblVehicleEF	HHD	0.27	0.28
tblVehicleEF	HHD	0.28	0.26
tblVehicleEF	HHD	1.52	1.30
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.30	2.49
tblVehicleEF	HHD	1.69	1.70
tblVehicleEF	HHD	43.34	41.60
tblVehicleEF	HHD	559.60	558.89
tblVehicleEF	HHD	1,524.51	1,522.69
tblVehicleEF	HHD	49.77	49.32
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	4.06	3.43
tblVehicleEF	HHD	4.01	3.17
tblVehicleEF	HHD	3.38	3.24
tblVehicleEF	HHD	8.2050e-003	7.8410e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	9.6100e-004	6.9000e-004
tblVehicleEF	HHD	7.5490e-003	7.2140e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7160e-003	8.7220e-003
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	8.6600e-004	6.4000e-004

tblVehicleEF	HHD	2.3200e-003	2.1960e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.53	0.57
tblVehicleEF	HHD	1.6920e-003	1.6070e-003
tblVehicleEF	HHD	0.24	0.24
tblVehicleEF	HHD	0.28	0.26
tblVehicleEF	HHD	1.24	1.06
tblVehicleEF	HHD	5.9320e-003	5.9240e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2710e-003	1.2330e-003
tblVehicleEF	HHD	2.3200e-003	2.1960e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.60	0.65
tblVehicleEF	HHD	1.6920e-003	1.6070e-003
tblVehicleEF	HHD	0.27	0.28
tblVehicleEF	HHD	0.28	0.26
tblVehicleEF	HHD	1.32	1.14
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.71
tblVehicleEF	HHD	1.68	1.69
tblVehicleEF	HHD	54.58	52.38
tblVehicleEF	HHD	484.88	484.26
tblVehicleEF	HHD	1,524.51	1,522.69
tblVehicleEF	HHD	49.77	49.32
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	3.76	3.18
tblVehicleEF	HHD	4.18	3.31

tblVehicleEF	HHD	3.54	3.40
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	9.6100e-004	6.9000e-004
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7160e-003	8.7220e-003
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	8.6600e-004	6.4000e-004
tblVehicleEF	HHD	1.4620e-003	1.3640e-003
tblVehicleEF	HHD	0.07	0.06
tblVehicleEF	HHD	0.61	0.66
tblVehicleEF	HHD	1.0540e-003	1.0120e-003
tblVehicleEF	HHD	0.24	0.24
tblVehicleEF	HHD	0.30	0.28
tblVehicleEF	HHD	1.44	1.23
tblVehicleEF	HHD	5.1400e-003	5.1330e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.4540e-003	1.4080e-003
tblVehicleEF	HHD	1.4620e-003	1.3640e-003
tblVehicleEF	HHD	0.07	0.06
tblVehicleEF	HHD	0.69	0.75
tblVehicleEF	HHD	1.0540e-003	1.0120e-003
tblVehicleEF	HHD	0.27	0.28
tblVehicleEF	HHD	0.30	0.28
tblVehicleEF	HHD	1.54	1.31

tblVehicleEF	LDA	9.9910e-003	9.4500e-003
tblVehicleEF	LDA	5.4270e-003	4.6120e-003
tblVehicleEF	LDA	0.77	0.71
tblVehicleEF	LDA	1.39	1.21
tblVehicleEF	LDA	248.70	239.34
tblVehicleEF	LDA	52.85	50.62
tblVehicleEF	LDA	0.51	0.50
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	1.9290e-003	2.0080e-003
tblVehicleEF	LDA	3.3720e-003	3.7590e-003
tblVehicleEF	LDA	1.7880e-003	1.8620e-003
tblVehicleEF	LDA	3.1270e-003	3.4870e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.22	0.21
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	3.5970e-003	3.6040e-003
tblVehicleEF	LDA	7.6100e-004	7.5900e-004
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.22	0.21
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	9.9910e-003	9.4500e-003

tblVehicleEF	LDA	5.4270e-003	4.6120e-003
tblVehicleEF	LDA	0.86	0.79
tblVehicleEF	LDA	1.09	0.95
tblVehicleEF	LDA	261.60	251.82
tblVehicleEF	LDA	52.85	50.62
tblVehicleEF	LDA	0.51	0.50
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.08	0.07
tblVehicleEF	LDA	1.9290e-003	2.0080e-003
tblVehicleEF	LDA	3.3720e-003	3.7590e-003
tblVehicleEF	LDA	1.7880e-003	1.8620e-003
tblVehicleEF	LDA	3.1270e-003	3.4870e-003
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.21	0.19
tblVehicleEF	LDA	0.08	0.07
tblVehicleEF	LDA	3.7860e-003	3.7940e-003
tblVehicleEF	LDA	7.5600e-004	7.5400e-004
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.06	0.05
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.21	0.19
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	9.9910e-003	9.4500e-003
tblVehicleEF	LDA	5.4270e-003	4.6120e-003

tblVehicleEF	LDA	0.74	0.68
tblVehicleEF	LDA	1.44	1.25
tblVehicleEF	LDA	244.71	235.50
tblVehicleEF	LDA	52.85	50.62
tblVehicleEF	LDA	0.51	0.50
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.09	0.07
tblVehicleEF	LDA	1.9290e-003	2.0080e-003
tblVehicleEF	LDA	3.3720e-003	3.7590e-003
tblVehicleEF	LDA	1.7880e-003	1.8620e-003
tblVehicleEF	LDA	3.1270e-003	3.4870e-003
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.25	0.23
tblVehicleEF	LDA	0.10	0.08
tblVehicleEF	LDA	3.5390e-003	3.5450e-003
tblVehicleEF	LDA	7.6200e-004	7.5900e-004
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.25	0.23
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	2.05	1.76

tblVehicleEF	LDT1	3.77	3.19
tblVehicleEF	LDT1	303.51	294.33
tblVehicleEF	LDT1	63.81	61.80
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.21	0.18
tblVehicleEF	LDT1	0.22	0.19
tblVehicleEF	LDT1	3.6870e-003	3.3980e-003
tblVehicleEF	LDT1	4.7320e-003	4.6830e-003
tblVehicleEF	LDT1	3.4190e-003	3.1520e-003
tblVehicleEF	LDT1	4.3890e-003	4.3440e-003
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.28	0.26
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.93	0.85
tblVehicleEF	LDT1	0.28	0.23
tblVehicleEF	LDT1	4.1550e-003	4.1640e-003
tblVehicleEF	LDT1	9.1300e-004	9.0500e-004
tblVehicleEF	LDT1	0.15	0.14
tblVehicleEF	LDT1	0.28	0.26
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.93	0.85
tblVehicleEF	LDT1	0.30	0.25
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	2.24	1.94
tblVehicleEF	LDT1	2.97	2.52

tblVehicleEF	LDT1	318.71	309.20
tblVehicleEF	LDT1	63.81	61.80
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.15
tblVehicleEF	LDT1	0.20	0.17
tblVehicleEF	LDT1	3.6870e-003	3.3980e-003
tblVehicleEF	LDT1	4.7320e-003	4.6830e-003
tblVehicleEF	LDT1	3.4190e-003	3.1520e-003
tblVehicleEF	LDT1	4.3890e-003	4.3440e-003
tblVehicleEF	LDT1	0.25	0.23
tblVehicleEF	LDT1	0.30	0.28
tblVehicleEF	LDT1	0.18	0.17
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.87	0.80
tblVehicleEF	LDT1	0.24	0.20
tblVehicleEF	LDT1	4.3690e-003	4.3790e-003
tblVehicleEF	LDT1	8.9900e-004	8.9400e-004
tblVehicleEF	LDT1	0.25	0.23
tblVehicleEF	LDT1	0.30	0.28
tblVehicleEF	LDT1	0.18	0.17
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.87	0.80
tblVehicleEF	LDT1	0.25	0.21
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	1.98	1.71
tblVehicleEF	LDT1	3.88	3.29
tblVehicleEF	LDT1	299.01	289.93

tblVehicleEF	LDT1	63.81	61.80
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.17
tblVehicleEF	LDT1	0.22	0.19
tblVehicleEF	LDT1	3.6870e-003	3.3980e-003
tblVehicleEF	LDT1	4.7320e-003	4.6830e-003
tblVehicleEF	LDT1	3.4190e-003	3.1520e-003
tblVehicleEF	LDT1	4.3890e-003	4.3440e-003
tblVehicleEF	LDT1	0.16	0.14
tblVehicleEF	LDT1	0.31	0.29
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	1.10	1.00
tblVehicleEF	LDT1	0.28	0.24
tblVehicleEF	LDT1	4.0920e-003	4.1010e-003
tblVehicleEF	LDT1	9.1500e-004	9.0700e-004
tblVehicleEF	LDT1	0.16	0.14
tblVehicleEF	LDT1	0.31	0.29
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	1.10	1.00
tblVehicleEF	LDT1	0.30	0.26
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	7.9760e-003	6.6260e-003
tblVehicleEF	LDT2	1.07	0.95
tblVehicleEF	LDT2	2.03	1.71
tblVehicleEF	LDT2	369.06	359.70
tblVehicleEF	LDT2	77.44	75.28

tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.12	0.10
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	1.9220e-003	1.9830e-003
tblVehicleEF	LDT2	3.3610e-003	3.7230e-003
tblVehicleEF	LDT2	1.7830e-003	1.8400e-003
tblVehicleEF	LDT2	3.1180e-003	3.4540e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.13	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.41	0.39
tblVehicleEF	LDT2	0.14	0.12
tblVehicleEF	LDT2	4.8850e-003	4.8920e-003
tblVehicleEF	LDT2	1.0390e-003	1.0350e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.13	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.41	0.39
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	7.9760e-003	6.6260e-003
tblVehicleEF	LDT2	1.19	1.06
tblVehicleEF	LDT2	1.60	1.35
tblVehicleEF	LDT2	387.84	378.07
tblVehicleEF	LDT2	77.44	75.28
tblVehicleEF	LDT2	0.18	0.18

tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.16	0.13
tblVehicleEF	LDT2	1.9220e-003	1.9830e-003
tblVehicleEF	LDT2	3.3610e-003	3.7230e-003
tblVehicleEF	LDT2	1.7830e-003	1.8400e-003
tblVehicleEF	LDT2	3.1180e-003	3.4540e-003
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.14	0.13
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.39	0.36
tblVehicleEF	LDT2	0.12	0.10
tblVehicleEF	LDT2	5.1360e-003	5.1440e-003
tblVehicleEF	LDT2	1.0320e-003	1.0290e-003
tblVehicleEF	LDT2	0.10	0.09
tblVehicleEF	LDT2	0.14	0.13
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.39	0.36
tblVehicleEF	LDT2	0.13	0.11
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	7.9760e-003	6.6260e-003
tblVehicleEF	LDT2	1.03	0.92
tblVehicleEF	LDT2	2.10	1.77
tblVehicleEF	LDT2	363.33	354.11
tblVehicleEF	LDT2	77.44	75.28
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.11	0.10

tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	1.9220e-003	1.9830e-003
tblVehicleEF	LDT2	3.3610e-003	3.7230e-003
tblVehicleEF	LDT2	1.7830e-003	1.8400e-003
tblVehicleEF	LDT2	3.1180e-003	3.4540e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.48	0.45
tblVehicleEF	LDT2	0.14	0.12
tblVehicleEF	LDT2	4.8080e-003	4.8150e-003
tblVehicleEF	LDT2	1.0410e-003	1.0360e-003
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.48	0.45
tblVehicleEF	LDT2	0.15	0.13
tblVehicleEF	LHD1	1.2780e-003	1.2420e-003
tblVehicleEF	LHD1	0.01	9.7370e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	0.99	0.81
tblVehicleEF	LHD1	4.05	3.65
tblVehicleEF	LHD1	7.70	7.70
tblVehicleEF	LHD1	528.12	529.38
tblVehicleEF	LHD1	41.54	41.72

tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.98	0.85
tblVehicleEF	LHD1	1.30	1.23
tblVehicleEF	LHD1	4.7900e-004	4.7700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9560e-003	8.9540e-003
tblVehicleEF	LHD1	6.6480e-003	6.0830e-003
tblVehicleEF	LHD1	9.0800e-004	7.6100e-004
tblVehicleEF	LHD1	4.4100e-004	4.3800e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1210e-003	5.6000e-003
tblVehicleEF	LHD1	8.4000e-004	7.0600e-004
tblVehicleEF	LHD1	2.6250e-003	2.4700e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6290e-003	1.5850e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.42	0.40
tblVehicleEF	LHD1	0.37	0.32
tblVehicleEF	LHD1	5.8180e-003	5.8290e-003
tblVehicleEF	LHD1	5.3600e-004	5.3000e-004
tblVehicleEF	LHD1	2.6250e-003	2.4700e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6290e-003	1.5850e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.42	0.40

tblVehicleEF	LHD1	0.39	0.34
tblVehicleEF	LHD1	1.2780e-003	1.2420e-003
tblVehicleEF	LHD1	0.01	9.7370e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.01	0.82
tblVehicleEF	LHD1	3.28	2.96
tblVehicleEF	LHD1	7.70	7.70
tblVehicleEF	LHD1	528.12	529.38
tblVehicleEF	LHD1	41.54	41.72
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.91	0.79
tblVehicleEF	LHD1	1.25	1.19
tblVehicleEF	LHD1	4.7900e-004	4.7700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9560e-003	8.9540e-003
tblVehicleEF	LHD1	6.6480e-003	6.0830e-003
tblVehicleEF	LHD1	9.0800e-004	7.6100e-004
tblVehicleEF	LHD1	4.4100e-004	4.3800e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1210e-003	5.6000e-003
tblVehicleEF	LHD1	8.4000e-004	7.0600e-004
tblVehicleEF	LHD1	4.1230e-003	3.8730e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5230e-003	2.4310e-003
tblVehicleEF	LHD1	0.07	0.06

tblVehicleEF	LHD1	0.41	0.39
tblVehicleEF	LHD1	0.32	0.28
tblVehicleEF	LHD1	5.8180e-003	5.8290e-003
tblVehicleEF	LHD1	5.2300e-004	5.1800e-004
tblVehicleEF	LHD1	4.1230e-003	3.8730e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.5230e-003	2.4310e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.41	0.39
tblVehicleEF	LHD1	0.35	0.30
tblVehicleEF	LHD1	1.2780e-003	1.2420e-003
tblVehicleEF	LHD1	0.01	9.7370e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	0.99	0.81
tblVehicleEF	LHD1	4.08	3.68
tblVehicleEF	LHD1	7.70	7.70
tblVehicleEF	LHD1	528.12	529.38
tblVehicleEF	LHD1	41.54	41.72
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.96	0.83
tblVehicleEF	LHD1	1.31	1.24
tblVehicleEF	LHD1	4.7900e-004	4.7700e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	8.9560e-003	8.9540e-003
tblVehicleEF	LHD1	6.6480e-003	6.0830e-003

tblVehicleEF	LHD1	9.0800e-004	7.6100e-004
tblVehicleEF	LHD1	4.4100e-004	4.3800e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1210e-003	5.6000e-003
tblVehicleEF	LHD1	8.4000e-004	7.0600e-004
tblVehicleEF	LHD1	2.7730e-003	2.5660e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6400e-003	1.5860e-003
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.45	0.44
tblVehicleEF	LHD1	0.37	0.32
tblVehicleEF	LHD1	5.8180e-003	5.8290e-003
tblVehicleEF	LHD1	5.3600e-004	5.3100e-004
tblVehicleEF	LHD1	2.7730e-003	2.5660e-003
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.6400e-003	1.5860e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.45	0.44
tblVehicleEF	LHD1	0.39	0.34
tblVehicleEF	LHD2	1.0000e-003	9.7700e-004
tblVehicleEF	LHD2	7.6760e-003	6.5600e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.15	0.15
tblVehicleEF	LHD2	0.65	0.55
tblVehicleEF	LHD2	2.34	2.09
tblVehicleEF	LHD2	8.48	8.48

tblVehicleEF	LHD2	509.57	510.07
tblVehicleEF	LHD2	28.34	28.48
tblVehicleEF	LHD2	6.7260e-003	6.8350e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.56	1.33
tblVehicleEF	LHD2	0.86	0.80
tblVehicleEF	LHD2	1.0450e-003	1.0370e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9790e-003	9.9800e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.7300e-004	3.7700e-004
tblVehicleEF	LHD2	9.6200e-004	9.5400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.3800e-004	3.5000e-004
tblVehicleEF	LHD2	1.4630e-003	1.3330e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.5100e-004	9.0900e-004
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.22	0.18
tblVehicleEF	LHD2	5.5450e-003	5.5490e-003
tblVehicleEF	LHD2	3.5800e-004	3.5500e-004
tblVehicleEF	LHD2	1.4630e-003	1.3330e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.5100e-004	9.0900e-004

tblVehicleEF	LHD2	0.08	0.07
tblVehicleEF	LHD2	0.24	0.22
tblVehicleEF	LHD2	0.23	0.20
tblVehicleEF	LHD2	1.0000e-003	9.7700e-004
tblVehicleEF	LHD2	7.6760e-003	6.5600e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.15	0.15
tblVehicleEF	LHD2	0.66	0.56
tblVehicleEF	LHD2	1.90	1.70
tblVehicleEF	LHD2	8.48	8.48
tblVehicleEF	LHD2	509.57	510.07
tblVehicleEF	LHD2	28.34	28.48
tblVehicleEF	LHD2	6.7260e-003	6.8350e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.47	1.25
tblVehicleEF	LHD2	0.82	0.77
tblVehicleEF	LHD2	1.0450e-003	1.0370e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	9.9790e-003	9.9800e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.7300e-004	3.7700e-004
tblVehicleEF	LHD2	9.6200e-004	9.5400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.3800e-004	3.5000e-004
tblVehicleEF	LHD2	2.2700e-003	2.0650e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	1.4440e-003	1.3650e-003
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.23	0.21
tblVehicleEF	LHD2	0.19	0.16
tblVehicleEF	LHD2	5.5450e-003	5.5490e-003
tblVehicleEF	LHD2	3.5000e-004	3.4800e-004
tblVehicleEF	LHD2	2.2700e-003	2.0650e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4440e-003	1.3650e-003
tblVehicleEF	LHD2	0.08	0.07
tblVehicleEF	LHD2	0.23	0.21
tblVehicleEF	LHD2	0.21	0.18
tblVehicleEF	LHD2	1.0000e-003	9.7700e-004
tblVehicleEF	LHD2	7.6760e-003	6.5600e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.15	0.15
tblVehicleEF	LHD2	0.65	0.55
tblVehicleEF	LHD2	2.37	2.12
tblVehicleEF	LHD2	8.48	8.48
tblVehicleEF	LHD2	509.57	510.07
tblVehicleEF	LHD2	28.34	28.48
tblVehicleEF	LHD2	6.7260e-003	6.8350e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	1.53	1.30
tblVehicleEF	LHD2	0.86	0.81
tblVehicleEF	LHD2	1.0450e-003	1.0370e-003
tblVehicleEF	LHD2	0.06	0.06

tblVehicleEF	LHD2	9.9790e-003	9.9800e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.7300e-004	3.7700e-004
tblVehicleEF	LHD2	9.6200e-004	9.5400e-004
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.3800e-004	3.5000e-004
tblVehicleEF	LHD2	1.5110e-003	1.3460e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.4300e-004	8.9500e-004
tblVehicleEF	LHD2	0.07	0.06
tblVehicleEF	LHD2	0.26	0.24
tblVehicleEF	LHD2	0.22	0.19
tblVehicleEF	LHD2	5.5450e-003	5.5490e-003
tblVehicleEF	LHD2	3.5800e-004	3.5500e-004
tblVehicleEF	LHD2	1.5110e-003	1.3460e-003
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.4300e-004	8.9500e-004
tblVehicleEF	LHD2	0.08	0.07
tblVehicleEF	LHD2	0.26	0.24
tblVehicleEF	LHD2	0.23	0.20
tblVehicleEF	MCY	20.61	20.09
tblVehicleEF	MCY	10.01	10.06
tblVehicleEF	MCY	141.43	142.62
tblVehicleEF	MCY	38.50	37.84
tblVehicleEF	MCY	4.4000e-003	4.3080e-003

tblVehicleEF	MCY	1.16	1.15
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.1500e-004	2.7700e-004
tblVehicleEF	MCY	9.6300e-004	8.3500e-004
tblVehicleEF	MCY	2.6400e-004	2.3600e-004
tblVehicleEF	MCY	8.0000e-004	7.0500e-004
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.41	0.41
tblVehicleEF	MCY	0.55	0.55
tblVehicleEF	MCY	2.39	2.37
tblVehicleEF	MCY	1.24	1.19
tblVehicleEF	MCY	2.06	2.05
tblVehicleEF	MCY	1.9700e-003	1.9740e-003
tblVehicleEF	MCY	6.5000e-004	6.4300e-004
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.41	0.41
tblVehicleEF	MCY	0.55	0.55
tblVehicleEF	MCY	2.62	2.60
tblVehicleEF	MCY	1.24	1.19
tblVehicleEF	MCY	2.21	2.20
tblVehicleEF	MCY	19.99	19.50
tblVehicleEF	MCY	8.80	8.82
tblVehicleEF	MCY	141.43	142.62
tblVehicleEF	MCY	38.50	37.84
tblVehicleEF	MCY	4.4000e-003	4.3080e-003
tblVehicleEF	MCY	1.01	1.01
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.1500e-004	2.7700e-004

tblVehicleEF	MCY	9.6300e-004	8.3500e-004
tblVehicleEF	MCY	2.6400e-004	2.3600e-004
tblVehicleEF	MCY	8.0000e-004	7.0500e-004
tblVehicleEF	MCY	1.66	1.67
tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	1.05	1.05
tblVehicleEF	MCY	2.33	2.31
tblVehicleEF	MCY	1.16	1.11
tblVehicleEF	MCY	1.81	1.80
tblVehicleEF	MCY	1.9590e-003	1.9640e-003
tblVehicleEF	MCY	6.2300e-004	6.1600e-004
tblVehicleEF	MCY	1.66	1.67
tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	1.05	1.05
tblVehicleEF	MCY	2.56	2.55
tblVehicleEF	MCY	1.16	1.11
tblVehicleEF	MCY	1.95	1.93
tblVehicleEF	MCY	20.49	19.97
tblVehicleEF	MCY	10.06	10.12
tblVehicleEF	MCY	141.43	142.62
tblVehicleEF	MCY	38.50	37.84
tblVehicleEF	MCY	4.4000e-003	4.3080e-003
tblVehicleEF	MCY	1.13	1.12
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.1500e-004	2.7700e-004
tblVehicleEF	MCY	9.6300e-004	8.3500e-004
tblVehicleEF	MCY	2.6400e-004	2.3600e-004
tblVehicleEF	MCY	8.0000e-004	7.0500e-004

tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	2.39	2.37
tblVehicleEF	MCY	1.48	1.43
tblVehicleEF	MCY	2.08	2.06
tblVehicleEF	MCY	1.9680e-003	1.9730e-003
tblVehicleEF	MCY	6.5100e-004	6.4400e-004
tblVehicleEF	MCY	1.10	1.10
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	0.54	0.54
tblVehicleEF	MCY	2.62	2.60
tblVehicleEF	MCY	1.48	1.43
tblVehicleEF	MCY	2.23	2.21
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.78	1.52
tblVehicleEF	MDV	3.77	3.26
tblVehicleEF	MDV	488.73	477.62
tblVehicleEF	MDV	102.89	100.49
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.35	0.30
tblVehicleEF	MDV	2.1720e-003	2.1510e-003
tblVehicleEF	MDV	3.5290e-003	3.7110e-003
tblVehicleEF	MDV	2.0090e-003	1.9940e-003
tblVehicleEF	MDV	3.2670e-003	3.4420e-003
tblVehicleEF	MDV	0.09	0.09

tblVehicleEF	MDV	0.20	0.20
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.60	0.59
tblVehicleEF	MDV	0.32	0.27
tblVehicleEF	MDV	6.2060e-003	6.2200e-003
tblVehicleEF	MDV	1.3410e-003	1.3350e-003
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.20	0.20
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.60	0.59
tblVehicleEF	MDV	0.34	0.29
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.96	1.69
tblVehicleEF	MDV	2.97	2.56
tblVehicleEF	MDV	514.18	502.64
tblVehicleEF	MDV	102.89	100.49
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.19	0.16
tblVehicleEF	MDV	0.33	0.28
tblVehicleEF	MDV	2.1720e-003	2.1510e-003
tblVehicleEF	MDV	3.5290e-003	3.7110e-003
tblVehicleEF	MDV	2.0090e-003	1.9940e-003
tblVehicleEF	MDV	3.2670e-003	3.4420e-003
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.21	0.21

tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.57	0.56
tblVehicleEF	MDV	0.27	0.23
tblVehicleEF	MDV	6.5340e-003	6.5500e-003
tblVehicleEF	MDV	1.3270e-003	1.3220e-003
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.21	0.21
tblVehicleEF	MDV	0.13	0.13
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.57	0.56
tblVehicleEF	MDV	0.29	0.24
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.72	1.46
tblVehicleEF	MDV	3.88	3.37
tblVehicleEF	MDV	481.27	470.30
tblVehicleEF	MDV	102.89	100.49
tblVehicleEF	MDV	0.14	0.14
tblVehicleEF	MDV	0.21	0.18
tblVehicleEF	MDV	0.36	0.30
tblVehicleEF	MDV	2.1720e-003	2.1510e-003
tblVehicleEF	MDV	3.5290e-003	3.7110e-003
tblVehicleEF	MDV	2.0090e-003	1.9940e-003
tblVehicleEF	MDV	3.2670e-003	3.4420e-003
tblVehicleEF	MDV	0.09	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.09	0.09

tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.70	0.68
tblVehicleEF	MDV	0.32	0.27
tblVehicleEF	MDV	6.1110e-003	6.1240e-003
tblVehicleEF	MDV	1.3430e-003	1.3360e-003
tblVehicleEF	MDV	0.09	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.70	0.68
tblVehicleEF	MDV	0.34	0.29
tblVehicleEF	MH	1.60	1.00
tblVehicleEF	MH	6.03	5.23
tblVehicleEF	MH	602.71	604.56
tblVehicleEF	MH	27.93	27.82
tblVehicleEF	MH	2.1590e-003	2.2880e-003
tblVehicleEF	MH	1.25	1.08
tblVehicleEF	MH	0.68	0.62
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5800e-003	8.5810e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	6.4900e-004	4.6700e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.9600e-004	4.3400e-004
tblVehicleEF	MH	0.95	0.79
tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	0.39	0.34

tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	1.59	1.32
tblVehicleEF	MH	0.34	0.29
tblVehicleEF	MH	6.6390e-003	6.6500e-003
tblVehicleEF	MH	4.1500e-004	4.0000e-004
tblVehicleEF	MH	0.95	0.79
tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	0.39	0.34
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	1.59	1.32
tblVehicleEF	MH	0.36	0.30
tblVehicleEF	MH	1.64	1.03
tblVehicleEF	MH	4.81	4.19
tblVehicleEF	MH	602.71	604.56
tblVehicleEF	MH	27.93	27.82
tblVehicleEF	MH	2.1590e-003	2.2880e-003
tblVehicleEF	MH	1.15	1.00
tblVehicleEF	MH	0.66	0.60
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5800e-003	8.5810e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	6.4900e-004	4.6700e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.9600e-004	4.3400e-004
tblVehicleEF	MH	1.47	1.22
tblVehicleEF	MH	0.07	0.05
tblVehicleEF	MH	0.61	0.53

tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	1.56	1.29
tblVehicleEF	MH	0.29	0.25
tblVehicleEF	MH	6.6400e-003	6.6500e-003
tblVehicleEF	MH	3.9500e-004	3.8200e-004
tblVehicleEF	MH	1.47	1.22
tblVehicleEF	MH	0.07	0.05
tblVehicleEF	MH	0.61	0.53
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	1.56	1.29
tblVehicleEF	MH	0.31	0.27
tblVehicleEF	MH	1.59	1.00
tblVehicleEF	MH	6.06	5.25
tblVehicleEF	MH	602.71	604.56
tblVehicleEF	MH	27.93	27.82
tblVehicleEF	MH	2.1590e-003	2.2880e-003
tblVehicleEF	MH	1.22	1.06
tblVehicleEF	MH	0.69	0.62
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5800e-003	8.5810e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	6.4900e-004	4.6700e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.9600e-004	4.3400e-004
tblVehicleEF	MH	1.07	0.87
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.41	0.35

tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	1.68	1.40
tblVehicleEF	MH	0.34	0.29
tblVehicleEF	MH	6.6390e-003	6.6500e-003
tblVehicleEF	MH	4.1600e-004	4.0000e-004
tblVehicleEF	MH	1.07	0.87
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	0.41	0.35
tblVehicleEF	MH	0.08	0.06
tblVehicleEF	MH	1.68	1.40
tblVehicleEF	MH	0.36	0.31
tblVehicleEF	MHD	7.4570e-003	8.1650e-003
tblVehicleEF	MHD	3.5450e-003	3.3250e-003
tblVehicleEF	MHD	1.89	2.07
tblVehicleEF	MHD	0.68	0.56
tblVehicleEF	MHD	14.44	12.47
tblVehicleEF	MHD	572.02	572.08
tblVehicleEF	MHD	914.53	913.05
tblVehicleEF	MHD	49.60	49.32
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.69	3.42
tblVehicleEF	MHD	1.64	1.04
tblVehicleEF	MHD	1.62	1.43
tblVehicleEF	MHD	0.01	7.9640e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.3970e-003	1.0860e-003

tblVehicleEF	MHD	0.01	7.3270e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.2800e-003	1.0070e-003
tblVehicleEF	MHD	2.3690e-003	2.1250e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.16	0.18
tblVehicleEF	MHD	1.5020e-003	1.4000e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.42	0.40
tblVehicleEF	MHD	0.86	0.73
tblVehicleEF	MHD	9.7500e-003	9.7330e-003
tblVehicleEF	MHD	8.0400e-004	7.6600e-004
tblVehicleEF	MHD	2.3690e-003	2.1250e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.18	0.20
tblVehicleEF	MHD	1.5020e-003	1.4000e-003
tblVehicleEF	MHD	0.11	0.10
tblVehicleEF	MHD	0.42	0.40
tblVehicleEF	MHD	0.92	0.78
tblVehicleEF	MHD	7.0270e-003	7.6940e-003
tblVehicleEF	MHD	3.5450e-003	3.3250e-003
tblVehicleEF	MHD	1.37	1.51
tblVehicleEF	MHD	0.69	0.57
tblVehicleEF	MHD	11.64	10.06
tblVehicleEF	MHD	606.00	606.07
tblVehicleEF	MHD	914.53	913.05
tblVehicleEF	MHD	49.60	49.32

tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.84	3.53
tblVehicleEF	MHD	1.54	0.97
tblVehicleEF	MHD	1.56	1.37
tblVehicleEF	MHD	9.3480e-003	6.7140e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.3970e-003	1.0860e-003
tblVehicleEF	MHD	8.6000e-003	6.1770e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.2800e-003	1.0070e-003
tblVehicleEF	MHD	3.6600e-003	3.2710e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.15	0.17
tblVehicleEF	MHD	2.2910e-003	2.1040e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.41	0.39
tblVehicleEF	MHD	0.76	0.65
tblVehicleEF	MHD	6.4240e-003	6.4250e-003
tblVehicleEF	MHD	9.7500e-003	9.7330e-003
tblVehicleEF	MHD	7.5700e-004	7.2500e-004
tblVehicleEF	MHD	3.6600e-003	3.2710e-003
tblVehicleEF	MHD	0.09	0.08
tblVehicleEF	MHD	0.17	0.19
tblVehicleEF	MHD	2.2910e-003	2.1040e-003
tblVehicleEF	MHD	0.11	0.10

tblVehicleEF	MHD	0.41	0.39
tblVehicleEF	MHD	0.81	0.69
tblVehicleEF	MHD	8.0500e-003	8.8140e-003
tblVehicleEF	MHD	3.5450e-003	3.3250e-003
tblVehicleEF	MHD	2.60	2.85
tblVehicleEF	MHD	0.68	0.56
tblVehicleEF	MHD	14.78	12.76
tblVehicleEF	MHD	525.09	525.15
tblVehicleEF	MHD	914.53	913.05
tblVehicleEF	MHD	49.60	49.32
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.48	3.27
tblVehicleEF	MHD	1.60	1.02
tblVehicleEF	MHD	1.63	1.44
tblVehicleEF	MHD	0.01	9.6910e-003
tblVehicleEF	MHD	0.11	0.11
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.3970e-003	1.0860e-003
tblVehicleEF	MHD	0.01	8.9150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	1.2800e-003	1.0070e-003
tblVehicleEF	MHD	2.5250e-003	2.2210e-003
tblVehicleEF	MHD	0.10	0.09
tblVehicleEF	MHD	0.17	0.19
tblVehicleEF	MHD	1.5230e-003	1.4060e-003
tblVehicleEF	MHD	0.09	0.08

tblVehicleEF	MHD	0.46	0.44
tblVehicleEF	MHD	0.88	0.74
tblVehicleEF	MHD	5.5660e-003	5.5670e-003
tblVehicleEF	MHD	9.7500e-003	9.7330e-003
tblVehicleEF	MHD	8.1000e-004	7.7100e-004
tblVehicleEF	MHD	2.5250e-003	2.2210e-003
tblVehicleEF	MHD	0.10	0.09
tblVehicleEF	MHD	0.20	0.22
tblVehicleEF	MHD	1.5230e-003	1.4060e-003
tblVehicleEF	MHD	0.11	0.10
tblVehicleEF	MHD	0.46	0.44
tblVehicleEF	MHD	0.94	0.79
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	2.7960e-003	2.9670e-003
tblVehicleEF	OBUS	2.74	3.30
tblVehicleEF	OBUS	0.97	0.86
tblVehicleEF	OBUS	8.80	7.92
tblVehicleEF	OBUS	534.88	533.47
tblVehicleEF	OBUS	1,017.03	1,018.77
tblVehicleEF	OBUS	32.78	32.73
tblVehicleEF	OBUS	1.9410e-003	1.9660e-003
tblVehicleEF	OBUS	4.65	3.20
tblVehicleEF	OBUS	2.28	1.27
tblVehicleEF	OBUS	1.24	1.12
tblVehicleEF	OBUS	9.5470e-003	8.7920e-003
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	5.7800e-004	4.9700e-004
tblVehicleEF	OBUS	8.7830e-003	8.0890e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6450e-003	2.6520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.3400e-004	4.6100e-004
tblVehicleEF	OBUS	9.6600e-004	9.5100e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.47	0.56
tblVehicleEF	OBUS	5.3100e-004	5.3300e-004
tblVehicleEF	OBUS	0.12	0.12
tblVehicleEF	OBUS	0.33	0.33
tblVehicleEF	OBUS	0.54	0.48
tblVehicleEF	OBUS	5.6700e-003	5.6550e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.1900e-004	5.0200e-004
tblVehicleEF	OBUS	9.6600e-004	9.5100e-004
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.53	0.64
tblVehicleEF	OBUS	5.3100e-004	5.3300e-004
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.33	0.33
tblVehicleEF	OBUS	0.58	0.51
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.7960e-003	2.9670e-003
tblVehicleEF	OBUS	1.99	2.40
tblVehicleEF	OBUS	0.98	0.86
tblVehicleEF	OBUS	7.12	6.40

tblVehicleEF	OBUS	566.66	565.16
tblVehicleEF	OBUS	1,017.03	1,018.77
tblVehicleEF	OBUS	32.78	32.73
tblVehicleEF	OBUS	1.9410e-003	1.9660e-003
tblVehicleEF	OBUS	4.79	3.30
tblVehicleEF	OBUS	2.14	1.19
tblVehicleEF	OBUS	1.19	1.08
tblVehicleEF	OBUS	8.0480e-003	7.4120e-003
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.7800e-004	4.9700e-004
tblVehicleEF	OBUS	7.4040e-003	6.8190e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6450e-003	2.6520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.3400e-004	4.6100e-004
tblVehicleEF	OBUS	1.4470e-003	1.4230e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.53
tblVehicleEF	OBUS	7.8300e-004	7.8100e-004
tblVehicleEF	OBUS	0.12	0.12
tblVehicleEF	OBUS	0.32	0.32
tblVehicleEF	OBUS	0.48	0.42
tblVehicleEF	OBUS	6.0070e-003	5.9910e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.9000e-004	4.7700e-004
tblVehicleEF	OBUS	1.4470e-003	1.4230e-003

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tblVehicleEF	OBUS	0.50	0.60
tblVehicleEF	OBUS	7.8300e-004	7.8100e-004
tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.32	0.32
tblVehicleEF	OBUS	0.51	0.45
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	2.7960e-003	2.9670e-003
tblVehicleEF	OBUS	3.78	4.55
tblVehicleEF	OBUS	0.97	0.85
tblVehicleEF	OBUS	8.99	8.09
tblVehicleEF	OBUS	491.00	489.70
tblVehicleEF	OBUS	1,017.03	1,018.77
tblVehicleEF	OBUS	32.78	32.73
tblVehicleEF	OBUS	1.9410e-003	1.9660e-003
tblVehicleEF	OBUS	4.44	3.06
tblVehicleEF	OBUS	2.24	1.25
tblVehicleEF	OBUS	1.25	1.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.10
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.7800e-004	4.9700e-004
tblVehicleEF	OBUS	0.01	9.8420e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6450e-003	2.6520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	5.3400e-004	4.6100e-004

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tblVehicleEF	OBUS	0.35	0.35
tblVehicleEF	OBUS	0.55	0.49
tblVehicleEF	OBUS	5.2050e-003	5.1910e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.2200e-004	5.0500e-004
tblVehicleEF	OBUS	9.8600e-004	9.5600e-004
tblVehicleEF	OBUS	0.03	0.03
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tblVehicleEF	OBUS	0.14	0.13
tblVehicleEF	OBUS	0.35	0.35
tblVehicleEF	OBUS	0.58	0.52
tblVehicleEF	SBUS	4.4530e-003	4.6460e-003
tblVehicleEF	SBUS	5.5860e-003	5.8530e-003
tblVehicleEF	SBUS	1.05	1.12
tblVehicleEF	SBUS	2.96	2.66
tblVehicleEF	SBUS	27.16	24.72
tblVehicleEF	SBUS	547.00	552.46
tblVehicleEF	SBUS	1,037.25	1,032.35
tblVehicleEF	SBUS	115.53	115.30
tblVehicleEF	SBUS	5.7400e-004	5.6800e-004
tblVehicleEF	SBUS	7.58	7.35
tblVehicleEF	SBUS	7.03	6.65
tblVehicleEF	SBUS	2.02	1.89
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.57	0.56
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	3.6960e-003	3.2240e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.24	0.24
tblVehicleEF	SBUS	2.7470e-003	2.7410e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.4060e-003	2.9910e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.21	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.30	0.28
tblVehicleEF	SBUS	1.95	1.92
tblVehicleEF	SBUS	1.66	1.48
tblVehicleEF	SBUS	5.7980e-003	5.8560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7600e-003	1.7140e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.21	0.20
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.33	0.31
tblVehicleEF	SBUS	1.95	1.92
tblVehicleEF	SBUS	1.77	1.59
tblVehicleEF	SBUS	4.1970e-003	4.3790e-003
tblVehicleEF	SBUS	5.5860e-003	5.8530e-003

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tblVehicleEF	SBUS	23.01	20.96
tblVehicleEF	SBUS	579.49	585.28
tblVehicleEF	SBUS	1,037.25	1,032.35
tblVehicleEF	SBUS	115.53	115.30
tblVehicleEF	SBUS	5.7400e-004	5.6800e-004
tblVehicleEF	SBUS	7.82	7.58
tblVehicleEF	SBUS	6.62	6.25
tblVehicleEF	SBUS	1.91	1.78
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.57	0.56
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	3.6960e-003	3.2240e-003
tblVehicleEF	SBUS	0.01	9.4430e-003
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tblVehicleEF	SBUS	2.7470e-003	2.7410e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.4060e-003	2.9910e-003
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tblVehicleEF	SBUS	0.21	0.20
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tblVehicleEF	SBUS	1.49	1.33
tblVehicleEF	SBUS	6.1430e-003	6.2040e-003

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tblVehicleEF	SBUS	1.6900e-003	1.6500e-003
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tblVehicleEF	SBUS	0.21	0.20
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.34	0.32
tblVehicleEF	SBUS	1.79	1.77
tblVehicleEF	SBUS	1.59	1.42
tblVehicleEF	SBUS	4.8080e-003	5.0160e-003
tblVehicleEF	SBUS	5.5860e-003	5.8530e-003
tblVehicleEF	SBUS	1.45	1.55
tblVehicleEF	SBUS	2.94	2.64
tblVehicleEF	SBUS	27.94	25.44
tblVehicleEF	SBUS	502.12	507.13
tblVehicleEF	SBUS	1,037.25	1,032.35
tblVehicleEF	SBUS	115.53	115.30
tblVehicleEF	SBUS	5.7400e-004	5.6800e-004
tblVehicleEF	SBUS	7.24	7.02
tblVehicleEF	SBUS	6.92	6.54
tblVehicleEF	SBUS	2.04	1.91
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.57	0.56
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.05	0.04
tblVehicleEF	SBUS	3.6960e-003	3.2240e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.24	0.24

tblVehicleEF	SBUS	2.7470e-003	2.7410e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	3.4060e-003	2.9910e-003
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	0.25	0.24
tblVehicleEF	SBUS	0.10	0.11
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.29	0.28
tblVehicleEF	SBUS	2.30	2.26
tblVehicleEF	SBUS	1.69	1.52
tblVehicleEF	SBUS	5.3230e-003	5.3760e-003
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tblVehicleEF	SBUS	1.7730e-003	1.7260e-003
tblVehicleEF	SBUS	0.04	0.03
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tblVehicleEF	SBUS	0.12	0.12
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.33	0.31
tblVehicleEF	SBUS	2.30	2.26
tblVehicleEF	SBUS	1.81	1.62
tblVehicleEF	UBUS	4.38	4.22
tblVehicleEF	UBUS	9.86	9.55
tblVehicleEF	UBUS	1,917.54	1,907.03
tblVehicleEF	UBUS	27.32	27.40
tblVehicleEF	UBUS	2.4830e-003	2.5030e-003
tblVehicleEF	UBUS	10.91	10.49
tblVehicleEF	UBUS	1.17	1.15
tblVehicleEF	UBUS	0.68	0.68

tblVehicleEF	UBUS	0.18	0.17
tblVehicleEF	UBUS	6.0900e-004	5.8900e-004
tblVehicleEF	UBUS	0.29	0.29
tblVehicleEF	UBUS	0.16	0.16
tblVehicleEF	UBUS	5.6400e-004	5.4700e-004
tblVehicleEF	UBUS	5.4570e-003	5.3760e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	3.0100e-003	2.9670e-003
tblVehicleEF	UBUS	0.72	0.70
tblVehicleEF	UBUS	0.78	0.83
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.8100e-004	4.7600e-004
tblVehicleEF	UBUS	5.4570e-003	5.3760e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	3.0100e-003	2.9670e-003
tblVehicleEF	UBUS	0.80	0.78
tblVehicleEF	UBUS	0.78	0.83
tblVehicleEF	UBUS	0.78	0.76
tblVehicleEF	UBUS	4.44	4.28
tblVehicleEF	UBUS	8.28	8.02
tblVehicleEF	UBUS	1,917.54	1,907.03
tblVehicleEF	UBUS	27.32	27.40
tblVehicleEF	UBUS	2.4830e-003	2.5030e-003
tblVehicleEF	UBUS	10.28	9.88
tblVehicleEF	UBUS	1.12	1.10
tblVehicleEF	UBUS	0.68	0.68
tblVehicleEF	UBUS	0.18	0.17

tblVehicleEF	UBUS	6.0900e-004	5.8900e-004
tblVehicleEF	UBUS	0.29	0.29
tblVehicleEF	UBUS	0.16	0.16
tblVehicleEF	UBUS	5.6400e-004	5.4700e-004
tblVehicleEF	UBUS	8.0610e-003	7.9260e-003
tblVehicleEF	UBUS	0.10	0.09
tblVehicleEF	UBUS	4.5490e-003	4.4570e-003
tblVehicleEF	UBUS	0.73	0.71
tblVehicleEF	UBUS	0.73	0.77
tblVehicleEF	UBUS	0.65	0.64
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.5400e-004	4.5000e-004
tblVehicleEF	UBUS	8.0610e-003	7.9260e-003
tblVehicleEF	UBUS	0.10	0.09
tblVehicleEF	UBUS	4.5490e-003	4.4570e-003
tblVehicleEF	UBUS	0.81	0.79
tblVehicleEF	UBUS	0.73	0.77
tblVehicleEF	UBUS	0.70	0.68
tblVehicleEF	UBUS	4.37	4.21
tblVehicleEF	UBUS	9.99	9.68
tblVehicleEF	UBUS	1,917.54	1,907.03
tblVehicleEF	UBUS	27.32	27.40
tblVehicleEF	UBUS	2.4830e-003	2.5030e-003
tblVehicleEF	UBUS	10.70	10.29
tblVehicleEF	UBUS	1.18	1.15
tblVehicleEF	UBUS	0.68	0.68
tblVehicleEF	UBUS	0.18	0.17
tblVehicleEF	UBUS	6.0900e-004	5.8900e-004

tblVehicleEF	UBUS	0.29	0.29
tblVehicleEF	UBUS	0.16	0.16
tblVehicleEF	UBUS	5.6400e-004	5.4700e-004
tblVehicleEF	UBUS	6.2690e-003	6.1660e-003
tblVehicleEF	UBUS	0.12	0.11
tblVehicleEF	UBUS	3.2440e-003	3.1950e-003
tblVehicleEF	UBUS	0.72	0.70
tblVehicleEF	UBUS	0.92	0.97
tblVehicleEF	UBUS	0.73	0.72
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.8300e-004	4.7900e-004
tblVehicleEF	UBUS	6.2690e-003	6.1660e-003
tblVehicleEF	UBUS	0.12	0.11
tblVehicleEF	UBUS	3.2440e-003	3.1950e-003
tblVehicleEF	UBUS	0.80	0.77
tblVehicleEF	UBUS	0.92	0.97
tblVehicleEF	UBUS	0.78	0.77
tblVehicleTrips	ST_TR	1.59	35.00
tblVehicleTrips	SU_TR	1.59	35.00
tblVehicleTrips	WD_TR	1.59	35.00
tblVehicleTrips	WD_TR	6.59	5.88
tblVehicleTrips	WD_TR	27.92	10.64
tblVehicleTrips	WD_TR	56.24	38.41
tblVehicleTrips	WD_TR	42.94	101.19
tblWoodstoves	NumberCatalytic	39.00	0.00
tblWoodstoves	NumberNoncatalytic	39.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	19.0469	161.6853	193.8570	0.3886	23.0128	6.5084	29.5212	7.8547	6.0259	13.8806	0.0000	36,523.53 74	36,523.53 74	3.4037	0.0000	36,595.01 50
2017	37.7084	149.2067	181.1991	0.3884	26.2319	5.9670	32.1989	8.6450	5.5240	14.1690	0.0000	35,641.32 55	35,641.32 55	3.3332	0.0000	35,711.32 31
2018	46.5232	73.8943	139.5446	0.3251	17.7166	3.1280	20.8446	4.7419	2.9204	7.6624	0.0000	27,878.43 95	27,878.43 95	2.1422	0.0000	27,923.42 58
2019	47.5670	135.3750	167.8930	0.4240	23.6533	5.6473	28.4575	8.0279	5.2243	12.4745	0.0000	37,440.66 80	37,440.66 80	3.9602	0.0000	37,523.83 31
2020	14.7810	124.7773	166.2826	0.4481	24.2259	4.4808	28.7067	8.1871	4.1457	12.3327	0.0000	38,685.59 28	38,685.59 28	3.2268	0.0000	38,753.35 62
2021	65.7112	40.9887	105.9604	0.3003	17.5493	1.5015	19.0508	4.6976	1.4091	6.1067	0.0000	23,711.91 53	23,711.91 53	1.2915	0.0000	23,739.03 70
2022	65.2572	37.1682	101.6335	0.3002	17.5493	1.3361	18.8855	4.6976	1.2535	5.9512	0.0000	23,479.98 52	23,479.98 52	1.2617	0.0000	23,506.48 08
<b>Total</b>	<b>296.5950</b>	<b>723.0954</b>	<b>1,056.370 1</b>	<b>2.5746</b>	<b>149.9391</b>	<b>28.5691</b>	<b>177.6652</b>	<b>46.8519</b>	<b>26.5029</b>	<b>72.5770</b>	<b>0.0000</b>	<b>223,361.4 637</b>	<b>223,361.4 637</b>	<b>18.6194</b>	<b>0.0000</b>	<b>223,752.4 709</b>



**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	64.8879	0.7490	64.8110	3.4200e-003		0.3559	0.3559		0.3559	0.3559	0.0000	116.3950	116.3950	0.1144	0.0000	118.7972
Energy	0.8404	7.4592	5.0899	0.0458		0.5807	0.5807		0.5807	0.5807		9,168.3897	9,168.3897	0.1757	0.1681	9,224.1869
Mobile	56.7725	130.9294	588.9178	1.9863	131.0810	2.5686	133.6496	35.0295	2.3696	37.3992		150,048.0055	150,048.0055	4.8680		150,150.2342
<b>Total</b>	<b>122.5008</b>	<b>139.1376</b>	<b>658.8187</b>	<b>2.0355</b>	<b>131.0810</b>	<b>3.5051</b>	<b>134.5862</b>	<b>35.0295</b>	<b>3.3062</b>	<b>38.3357</b>	<b>0.0000</b>	<b>159,332.7901</b>	<b>159,332.7901</b>	<b>5.1582</b>	<b>0.1681</b>	<b>159,493.2183</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	61.3857	0.6697	56.9957	2.8200e-003		0.3101	0.3101		0.3101	0.3101	0.0000	98.8792	98.8792	0.0869	0.0000	100.7050
Energy	0.7056	6.2626	4.2717	0.0385		0.4875	0.4875		0.4875	0.4875		7,697.8178	7,697.8178	0.1475	0.1411	7,744.6655
Mobile	51.1777	95.0051	443.2513	1.3360	86.8310	1.7660	88.5969	23.2043	1.6294	24.8338		100,938.6637	100,938.6637	3.3649		101,009.3270
<b>Total</b>	<b>113.2690</b>	<b>101.9374</b>	<b>504.5187</b>	<b>1.3773</b>	<b>86.8310</b>	<b>2.5636</b>	<b>89.3946</b>	<b>23.2043</b>	<b>2.4271</b>	<b>25.6314</b>	<b>0.0000</b>	<b>108,735.3607</b>	<b>108,735.3607</b>	<b>3.5994</b>	<b>0.1411</b>	<b>108,854.6975</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.54	26.74	23.42	32.34	33.76	26.86	33.58	33.76	26.59	33.14	0.00	31.76	31.76	30.22	16.04	31.75

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase One: Demolition	Demolition	1/1/2016	4/29/2016	5	86	
2	Phase One: Grading	Grading	3/1/2016	3/31/2017	5	284	
3	Phase One: Building Construction	Building Construction	9/1/2016	4/30/2019	5	694	
4	Phase Two: Paving	Paving	4/3/2017	12/29/2017	5	195	
5	Phase Two: Architectural Coating	Architectural Coating	5/1/2017	10/31/2017	5	132	
6	Phase One: Architectural Coating	Architectural Coating	7/2/2018	10/31/2019	5	349	
7	Phase One: Paving	Paving	11/1/2018	11/29/2019	5	282	
8	Phase Three: Demolition	Demolition	7/1/2019	11/29/2019	5	110	
9	Phase Three: Grading	Grading	10/1/2019	12/31/2019	5	66	
10	Phase Three: Construction	Building Construction	12/2/2019	3/31/2020	5	87	
11	Phase Four: Demolition	Demolition	1/1/2020	6/30/2020	5	130	
12	Phase Four: Grading	Grading	6/1/2020	12/31/2020	5	154	
13	Phase Four: Construction	Building Construction	11/2/2020	2/28/2022	5	346	
14	Phase Four: Architectural Coating	Architectural Coating	9/1/2021	7/29/2022	5	238	
15	Phase Four: Paving	Paving	4/1/2022	7/29/2022	5	86	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

**Residential Indoor: 475,875; Residential Outdoor: 158,625; Non-Residential Indoor: 150,000; Non-Residential Outdoor: 50,000 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase One:Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase One:Demolition	Excavators	3	8.00	162	0.38
Phase One:Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase One: Grading	Excavators	2	8.00	162	0.38
Phase One: Grading	Graders	1	8.00	174	0.41
Phase One: Grading	Rubber Tired Dozers	1	8.00	255	0.40
Phase One: Grading	Scrapers	2	8.00	361	0.48
Phase One: Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase One:Building Construction	Cranes	1	7.00	226	0.29
Phase One:Building Construction	Forklifts	3	8.00	89	0.20
Phase One:Building Construction	Generator Sets	1	8.00	84	0.74
Phase One:Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase One:Building Construction	Welders	1	8.00	46	0.45
Phase Two: Paving	Pavers	2	8.00	125	0.42
Phase Two: Paving	Paving Equipment	2	8.00	130	0.36
Phase Two: Paving	Rollers	2	8.00	80	0.38
Phase Two: Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase One:Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase One:Paving	Pavers	2	8.00	125	0.42
Phase One:Paving	Paving Equipment	2	8.00	130	0.36
Phase One:Paving	Rollers	2	8.00	80	0.38
Phase Three: Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase Three: Demolition	Excavators	3	8.00	162	0.38
Phase Three: Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Phase Three: Grading	Excavators	2	8.00	162	0.38
Phase Three: Grading	Graders	1	8.00	174	0.41
Phase Three: Grading	Rubber Tired Dozers	1	8.00	255	0.40
Phase Three: Grading	Scrapers	2	8.00	361	0.48
Phase Three: Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase Three: Construction	Cranes	1	7.00	226	0.29
Phase Three: Construction	Forklifts	3	8.00	89	0.20
Phase Three: Construction	Generator Sets	1	8.00	84	0.74
Phase Three: Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase Three: Construction	Welders	1	8.00	46	0.45
Phase Four: Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase Four: Demolition	Excavators	3	8.00	162	0.38
Phase Four: Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase Four: Grading	Excavators	2	8.00	162	0.38
Phase Four: Grading	Graders	1	8.00	174	0.41
Phase Four: Grading	Rubber Tired Dozers	1	8.00	255	0.40
Phase Four: Grading	Scrapers	2	8.00	361	0.48
Phase Four: Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase Four: Construction	Cranes	1	7.00	226	0.29
Phase Four: Construction	Forklifts	3	8.00	89	0.20
Phase Four: Construction	Generator Sets	1	8.00	84	0.74
Phase Four: Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase Four: Construction	Welders	1	8.00	46	0.45
Phase Four: Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase Four: Paving	Pavers	2	8.00	125	0.42
Phase Four: Paving	Paving Equipment	2	8.00	130	0.36
Phase Four: Paving	Rollers	2	8.00	80	0.38

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase One:Demolition	6	15.00	0.00	1,892.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One: Grading	8	20.00	0.00	22,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One:Building Construction	9	1,143.00	354.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Two: Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Two: Architectural Coating	1	229.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One:Architectural Coa	1	229.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase One:Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Three: Demolition	6	15.00	0.00	628.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Three: Grading	8	20.00	0.00	8,525.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Three: Construction	9	1,143.00	354.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four:Demolition	6	15.00	0.00	1,287.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Grading	8	20.00	0.00	25,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Construction	9	1,143.00	354.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Architectural Coating	1	229.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Phase Four: Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

Clean Paved Roads

**3.2 Phase One:Demolition - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7615	0.0000	4.7615	0.7209	0.0000	0.7209			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.284 1	4,089.284 1	1.1121		4,112.637 4
<b>Total</b>	<b>4.2876</b>	<b>45.6559</b>	<b>35.0303</b>	<b>0.0399</b>	<b>4.7615</b>	<b>2.2921</b>	<b>7.0537</b>	<b>0.7209</b>	<b>2.1365</b>	<b>2.8575</b>		<b>4,089.284 1</b>	<b>4,089.284 1</b>	<b>1.1121</b>		<b>4,112.637 4</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3763	6.0306	4.2655	0.0162	0.3833	0.0957	0.4791	0.1050	0.0881	0.1930		1,634.933 8	1,634.933 8	0.0116		1,635.177 8
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
<b>Total</b>	<b>0.4390</b>	<b>6.1089</b>	<b>5.2405</b>	<b>0.0183</b>	<b>0.5510</b>	<b>0.0971</b>	<b>0.6481</b>	<b>0.1494</b>	<b>0.0894</b>	<b>0.2388</b>		<b>1,813.352 6</b>	<b>1,813.352 6</b>	<b>0.0208</b>		<b>1,813.788 8</b>

**3.2 Phase One:Demolition - 2016**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1427	0.0000	2.1427	0.3244	0.0000	0.3244			0.0000			0.0000
Off-Road	0.4739	2.0535	23.8257	0.0399		9.4800e-003	9.4800e-003		9.4800e-003	9.4800e-003	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
<b>Total</b>	<b>0.4739</b>	<b>2.0535</b>	<b>23.8257</b>	<b>0.0399</b>	<b>2.1427</b>	<b>9.4800e-003</b>	<b>2.1522</b>	<b>0.3244</b>	<b>9.4800e-003</b>	<b>0.3339</b>	<b>0.0000</b>	<b>4,089.2841</b>	<b>4,089.2841</b>	<b>1.1121</b>		<b>4,112.6374</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3763	6.0306	4.2655	0.0162	0.3833	0.0957	0.4791	0.1050	0.0881	0.1930		1,634.9338	1,634.9338	0.0116		1,635.1778
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
<b>Total</b>	<b>0.4390</b>	<b>6.1089</b>	<b>5.2405</b>	<b>0.0183</b>	<b>0.5510</b>	<b>0.0971</b>	<b>0.6481</b>	<b>0.1494</b>	<b>0.0894</b>	<b>0.2388</b>		<b>1,813.3526</b>	<b>1,813.3526</b>	<b>0.0208</b>		<b>1,813.7888</b>

**3.3 Phase One: Grading - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1095	0.0000	6.1095	3.3228	0.0000	3.3228			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
<b>Total</b>	<b>6.4795</b>	<b>74.8137</b>	<b>49.1374</b>	<b>0.0617</b>	<b>6.1095</b>	<b>3.5842</b>	<b>9.6937</b>	<b>3.3228</b>	<b>3.2975</b>	<b>6.6203</b>		<b>6,414.9807</b>	<b>6,414.9807</b>	<b>1.9350</b>		<b>6,455.6154</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3551	21.7171	15.3606	0.0584	1.6913	0.3448	2.0361	0.4543	0.3171	0.7714		5,887.6458	5,887.6458	0.0418		5,888.5244
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0836	0.1045	1.3000	2.8300e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		237.8917	237.8917	0.0122		238.1480
<b>Total</b>	<b>1.4387</b>	<b>21.8215</b>	<b>16.6606</b>	<b>0.0612</b>	<b>1.9149</b>	<b>0.3466</b>	<b>2.2615</b>	<b>0.5136</b>	<b>0.3188</b>	<b>0.8324</b>		<b>6,125.5375</b>	<b>6,125.5375</b>	<b>0.0541</b>		<b>6,126.6724</b>

**3.3 Phase One: Grading - 2016**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7493	0.0000	2.7493	1.4953	0.0000	1.4953			0.0000			0.0000
Off-Road	0.7564	3.2778	34.7787	0.0617		0.0151	0.0151		0.0151	0.0151	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
<b>Total</b>	<b>0.7564</b>	<b>3.2778</b>	<b>34.7787</b>	<b>0.0617</b>	<b>2.7493</b>	<b>0.0151</b>	<b>2.7644</b>	<b>1.4953</b>	<b>0.0151</b>	<b>1.5104</b>	<b>0.0000</b>	<b>6,414.9807</b>	<b>6,414.9807</b>	<b>1.9350</b>		<b>6,455.6154</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3551	21.7171	15.3606	0.0584	1.6913	0.3448	2.0361	0.4543	0.3171	0.7714		5,887.6458	5,887.6458	0.0418		5,888.5244
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0836	0.1045	1.3000	2.8300e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		237.8917	237.8917	0.0122		238.1480
<b>Total</b>	<b>1.4387</b>	<b>21.8215</b>	<b>16.6606</b>	<b>0.0612</b>	<b>1.9149</b>	<b>0.3466</b>	<b>2.2615</b>	<b>0.5136</b>	<b>0.3188</b>	<b>0.8324</b>		<b>6,125.5375</b>	<b>6,125.5375</b>	<b>0.0541</b>		<b>6,126.6724</b>

**3.3 Phase One: Grading - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1095	0.0000	6.1095	3.3228	0.0000	3.3228			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
<b>Total</b>	<b>6.0991</b>	<b>69.5920</b>	<b>46.8050</b>	<b>0.0617</b>	<b>6.1095</b>	<b>3.3172</b>	<b>9.4266</b>	<b>3.3228</b>	<b>3.0518</b>	<b>6.3746</b>		<b>6,313.3690</b>	<b>6,313.3690</b>	<b>1.9344</b>		<b>6,353.9915</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2803	19.9056	14.7308	0.0584	4.9098	0.3151	5.2248	1.2443	0.2899	1.5342		5,790.9948	5,790.9948	0.0410		5,791.8550
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0751	0.0943	1.1759	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.7867	228.7867	0.0113		229.0232
<b>Total</b>	<b>1.3554</b>	<b>19.9999</b>	<b>15.9068</b>	<b>0.0612</b>	<b>5.1333</b>	<b>0.3169</b>	<b>5.4502</b>	<b>1.3036</b>	<b>0.2915</b>	<b>1.5951</b>		<b>6,019.7815</b>	<b>6,019.7815</b>	<b>0.0522</b>		<b>6,020.8782</b>

### 3.3 Phase One: Grading - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7493	0.0000	2.7493	1.4953	0.0000	1.4953			0.0000			0.0000
Off-Road	0.7564	3.2778	34.7787	0.0617		0.0151	0.0151		0.0151	0.0151	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
<b>Total</b>	<b>0.7564</b>	<b>3.2778</b>	<b>34.7787</b>	<b>0.0617</b>	<b>2.7493</b>	<b>0.0151</b>	<b>2.7644</b>	<b>1.4953</b>	<b>0.0151</b>	<b>1.5104</b>	<b>0.0000</b>	<b>6,313.3690</b>	<b>6,313.3690</b>	<b>1.9344</b>		<b>6,353.9915</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2803	19.9056	14.7308	0.0584	4.9098	0.3151	5.2248	1.2443	0.2899	1.5342		5,790.9948	5,790.9948	0.0410		5,791.8550
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0751	0.0943	1.1759	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.7867	228.7867	0.0113		229.0232
<b>Total</b>	<b>1.3554</b>	<b>19.9999</b>	<b>15.9068</b>	<b>0.0612</b>	<b>5.1333</b>	<b>0.3169</b>	<b>5.4502</b>	<b>1.3036</b>	<b>0.2915</b>	<b>1.5951</b>		<b>6,019.7815</b>	<b>6,019.7815</b>	<b>0.0522</b>		<b>6,020.8782</b>

### 3.4 Phase One: Building Construction - 2016

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
<b>Total</b>	<b>3.4062</b>	<b>28.5063</b>	<b>18.5066</b>	<b>0.0268</b>		<b>1.9674</b>	<b>1.9674</b>		<b>1.8485</b>	<b>1.8485</b>		<b>2,669.2864</b>	<b>2,669.2864</b>	<b>0.6620</b>		<b>2,683.1890</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.9475	30.5740	35.2552	0.0770	2.2124	0.5034	2.7159	0.6301	0.4629	1.0930		7,718.2237	7,718.2237	0.0551		7,719.3805
Worker	4.7752	5.9697	74.2972	0.1619	12.7760	0.1068	12.8828	3.3883	0.0982	3.4864		13,595.5091	13,595.5091	0.6976		13,610.1576
<b>Total</b>	<b>7.7226</b>	<b>36.5437</b>	<b>109.5523</b>	<b>0.2389</b>	<b>14.9885</b>	<b>0.6102</b>	<b>15.5987</b>	<b>4.0183</b>	<b>0.5611</b>	<b>4.5794</b>		<b>21,313.7328</b>	<b>21,313.7328</b>	<b>0.7526</b>		<b>21,329.5381</b>

### 3.4 Phase One: Building Construction - 2016

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,669.2864</b>	<b>2,669.2864</b>	<b>0.6620</b>		<b>2,683.1890</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.9475	30.5740	35.2552	0.0770	2.2124	0.5034	2.7159	0.6301	0.4629	1.0930		7,718.2237	7,718.2237	0.0551		7,719.3805
Worker	4.7752	5.9697	74.2972	0.1619	12.7760	0.1068	12.8828	3.3883	0.0982	3.4864		13,595.5091	13,595.5091	0.6976		13,610.1576
<b>Total</b>	<b>7.7226</b>	<b>36.5437</b>	<b>109.5523</b>	<b>0.2389</b>	<b>14.9885</b>	<b>0.6102</b>	<b>15.5987</b>	<b>4.0183</b>	<b>0.5611</b>	<b>4.5794</b>		<b>21,313.7328</b>	<b>21,313.7328</b>	<b>0.7526</b>		<b>21,329.5381</b>

### 3.4 Phase One: Building Construction - 2017

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>		<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.7008	27.8195	33.1546	0.0769	2.2131	0.4490	2.6621	0.6304	0.4129	1.0433		7,593.2098	7,593.2098	0.0532		7,594.3279
Worker	4.2907	5.3896	67.2036	0.1618	12.7760	0.1027	12.8788	3.3883	0.0948	3.4830		13,075.1599	13,075.1599	0.6437		13,088.6766
<b>Total</b>	<b>6.9915</b>	<b>33.2091</b>	<b>100.3582</b>	<b>0.2387</b>	<b>14.9892</b>	<b>0.5517</b>	<b>15.5409</b>	<b>4.0186</b>	<b>0.5077</b>	<b>4.5263</b>		<b>20,668.3697</b>	<b>20,668.3697</b>	<b>0.6969</b>		<b>20,683.0044</b>

### 3.4 Phase One: Building Construction - 2017

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.7008	27.8195	33.1546	0.0769	2.2131	0.4490	2.6621	0.6304	0.4129	1.0433		7,593.2098	7,593.2098	0.0532		7,594.3279
Worker	4.2907	5.3896	67.2036	0.1618	12.7760	0.1027	12.8788	3.3883	0.0948	3.4830		13,075.1599	13,075.1599	0.6437		13,088.6766
<b>Total</b>	<b>6.9915</b>	<b>33.2091</b>	<b>100.3582</b>	<b>0.2387</b>	<b>14.9892</b>	<b>0.5517</b>	<b>15.5409</b>	<b>4.0186</b>	<b>0.5077</b>	<b>4.5263</b>		<b>20,668.3697</b>	<b>20,668.3697</b>	<b>0.6969</b>		<b>20,683.0044</b>

### 3.4 Phase One: Building Construction - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>		<b>2,609.9390</b>	<b>2,609.9390</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.5327	25.5324	31.5858	0.0768	2.2132	0.4232	2.6364	0.6304	0.3893	1.0196		7,465.7922	7,465.7922	0.0529		7,466.9030
Worker	3.8677	4.8889	61.0458	0.1617	12.7760	0.1000	12.8760	3.3883	0.0925	3.4808		12,588.6496	12,588.6496	0.5974		12,601.1941
<b>Total</b>	<b>6.4004</b>	<b>30.4212</b>	<b>92.6317</b>	<b>0.2385</b>	<b>14.9892</b>	<b>0.5232</b>	<b>15.5124</b>	<b>4.0186</b>	<b>0.4818</b>	<b>4.5004</b>		<b>20,054.4418</b>	<b>20,054.4418</b>	<b>0.6503</b>		<b>20,068.0971</b>

### 3.4 Phase One: Building Construction - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,609.9389</b>	<b>2,609.9389</b>	<b>0.6387</b>		<b>2,623.3517</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.5327	25.5324	31.5858	0.0768	2.2132	0.4232	2.6364	0.6304	0.3893	1.0196		7,465.7922	7,465.7922	0.0529		7,466.9030
Worker	3.8677	4.8889	61.0458	0.1617	12.7760	0.1000	12.8760	3.3883	0.0925	3.4808		12,588.6496	12,588.6496	0.5974		12,601.1941
<b>Total</b>	<b>6.4004</b>	<b>30.4212</b>	<b>92.6317</b>	<b>0.2385</b>	<b>14.9892</b>	<b>0.5232</b>	<b>15.5124</b>	<b>4.0186</b>	<b>0.4818</b>	<b>4.5004</b>		<b>20,054.4418</b>	<b>20,054.4418</b>	<b>0.6503</b>		<b>20,068.0971</b>

### 3.4 Phase One: Building Construction - 2019

#### Unmitigated Construction On-Site

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

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.3985	23.5467	30.3988	0.0765	2.2134	0.4016	2.6150	0.6304	0.3694	0.9998		7,320.7556	7,320.7556	0.0519		7,321.8448
Worker	3.5602	4.4843	56.1058	0.1614	12.7760	0.0982	12.8743	3.3883	0.0911	3.4793		12,111.4052	12,111.4052	0.5592		12,123.1481
<b>Total</b>	<b>5.9586</b>	<b>28.0310</b>	<b>86.5046</b>	<b>0.2379</b>	<b>14.9894</b>	<b>0.4998</b>	<b>15.4892</b>	<b>4.0187</b>	<b>0.4605</b>	<b>4.4792</b>		<b>19,432.1608</b>	<b>19,432.1608</b>	<b>0.6111</b>		<b>19,444.9929</b>

### 3.4 Phase One: Building Construction - 2019

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,580.7618</b>	<b>2,580.7618</b>	<b>0.6279</b>		<b>2,593.9479</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.3985	23.5467	30.3988	0.0765	2.2134	0.4016	2.6150	0.6304	0.3694	0.9998		7,320.7556	7,320.7556	0.0519		7,321.8448
Worker	3.5602	4.4843	56.1058	0.1614	12.7760	0.0982	12.8743	3.3883	0.0911	3.4793		12,111.4052	12,111.4052	0.5592		12,123.1481
<b>Total</b>	<b>5.9586</b>	<b>28.0310</b>	<b>86.5046</b>	<b>0.2379</b>	<b>14.9894</b>	<b>0.4998</b>	<b>15.4892</b>	<b>4.0187</b>	<b>0.4605</b>	<b>4.4792</b>		<b>19,432.1608</b>	<b>19,432.1608</b>	<b>0.6111</b>		<b>19,444.9929</b>

**3.5 Phase Two: Paving - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.9074</b>	<b>20.2964</b>	<b>14.7270</b>	<b>0.0223</b>		<b>1.1384</b>	<b>1.1384</b>		<b>1.0473</b>	<b>1.0473</b>		<b>2,281.0588</b>	<b>2,281.0588</b>	<b>0.6989</b>		<b>2,295.7360</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
<b>Total</b>	<b>0.0563</b>	<b>0.0707</b>	<b>0.8819</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.3500e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2400e-003</b>	<b>0.0457</b>		<b>171.5900</b>	<b>171.5900</b>	<b>8.4500e-003</b>		<b>171.7674</b>

**3.5 Phase Two: Paving - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2745	1.1895	16.9276	0.0223		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2745</b>	<b>1.1895</b>	<b>16.9276</b>	<b>0.0223</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>	<b>0.0000</b>	<b>2,281.0588</b>	<b>2,281.0588</b>	<b>0.6989</b>		<b>2,295.7360</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
<b>Total</b>	<b>0.0563</b>	<b>0.0707</b>	<b>0.8819</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.3500e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2400e-003</b>	<b>0.0457</b>		<b>171.5900</b>	<b>171.5900</b>	<b>8.4500e-003</b>		<b>171.7674</b>

**3.6 Phase Two: Architectural Coating - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	24.4588					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
<b>Total</b>	<b>24.7912</b>	<b>2.1850</b>	<b>1.8681</b>	<b>2.9700e-003</b>		<b>0.1733</b>	<b>0.1733</b>		<b>0.1733</b>	<b>0.1733</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.0721</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8596	1.0798	13.4643	0.0324	2.5597	0.0206	2.5803	0.6788	0.0190	0.6978		2,619.6077	2,619.6077	0.1290		2,622.3158
<b>Total</b>	<b>0.8596</b>	<b>1.0798</b>	<b>13.4643</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0206</b>	<b>2.5803</b>	<b>0.6788</b>	<b>0.0190</b>	<b>0.6978</b>		<b>2,619.6077</b>	<b>2,619.6077</b>	<b>0.1290</b>		<b>2,622.3158</b>

**3.6 Phase Two: Architectural Coating - 2017**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	24.4588					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	281.4481	281.4481	0.0297		282.0721
<b>Total</b>	<b>24.4886</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0297</b>		<b>282.0721</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8596	1.0798	13.4643	0.0324	2.5597	0.0206	2.5803	0.6788	0.0190	0.6978		2,619.6077	2,619.6077	0.1290		2,622.3158
<b>Total</b>	<b>0.8596</b>	<b>1.0798</b>	<b>13.4643</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0206</b>	<b>2.5803</b>	<b>0.6788</b>	<b>0.0190</b>	<b>0.6978</b>		<b>2,619.6077</b>	<b>2,619.6077</b>	<b>0.1290</b>		<b>2,622.3158</b>

### 3.7 Phase One:Architectural Coating - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.7184					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>35.0170</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7749	0.9795	12.2305	0.0324	2.5597	0.0200	2.5797	0.6788	0.0185	0.6974		2,522.1354	2,522.1354	0.1197		2,524.6487
<b>Total</b>	<b>0.7749</b>	<b>0.9795</b>	<b>12.2305</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0200</b>	<b>2.5797</b>	<b>0.6788</b>	<b>0.0185</b>	<b>0.6974</b>		<b>2,522.1354</b>	<b>2,522.1354</b>	<b>0.1197</b>		<b>2,524.6487</b>

### 3.7 Phase One:Architectural Coating - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.7184					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>34.7481</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7749	0.9795	12.2305	0.0324	2.5597	0.0200	2.5797	0.6788	0.0185	0.6974		2,522.1354	2,522.1354	0.1197		2,524.6487
<b>Total</b>	<b>0.7749</b>	<b>0.9795</b>	<b>12.2305</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0200</b>	<b>2.5797</b>	<b>0.6788</b>	<b>0.0185</b>	<b>0.6974</b>		<b>2,522.1354</b>	<b>2,522.1354</b>	<b>0.1197</b>		<b>2,524.6487</b>

### 3.7 Phase One:Architectural Coating - 2019

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.7184					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
<b>Total</b>	<b>34.9849</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>281.9473</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7133	0.8984	11.2408	0.0323	2.5597	0.0197	2.5794	0.6788	0.0182	0.6971		2,426.5195	2,426.5195	0.1120		2,428.8722
<b>Total</b>	<b>0.7133</b>	<b>0.8984</b>	<b>11.2408</b>	<b>0.0323</b>	<b>2.5597</b>	<b>0.0197</b>	<b>2.5794</b>	<b>0.6788</b>	<b>0.0182</b>	<b>0.6971</b>		<b>2,426.5195</b>	<b>2,426.5195</b>	<b>0.1120</b>		<b>2,428.8722</b>

**3.7 Phase One:Architectural Coating - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.7184					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	281.4481	281.4481	0.0238		281.9473
<b>Total</b>	<b>34.7481</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>281.9473</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7133	0.8984	11.2408	0.0323	2.5597	0.0197	2.5794	0.6788	0.0182	0.6971		2,426.5195	2,426.5195	0.1120		2,428.8722
<b>Total</b>	<b>0.7133</b>	<b>0.8984</b>	<b>11.2408</b>	<b>0.0323</b>	<b>2.5597</b>	<b>0.0197</b>	<b>2.5794</b>	<b>0.6788</b>	<b>0.0182</b>	<b>0.6971</b>		<b>2,426.5195</b>	<b>2,426.5195</b>	<b>0.1120</b>		<b>2,428.8722</b>

### 3.8 Phase One:Paving - 2018

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6114</b>	<b>17.1628</b>	<b>14.4944</b>	<b>0.0223</b>		<b>0.9386</b>	<b>0.9386</b>		<b>0.8635</b>	<b>0.8635</b>		<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0508	0.0642	0.8011	2.1200e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		165.2054	165.2054	7.8400e-003		165.3700
<b>Total</b>	<b>0.0508</b>	<b>0.0642</b>	<b>0.8011</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.3100e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2100e-003</b>	<b>0.0457</b>		<b>165.2054</b>	<b>165.2054</b>	<b>7.8400e-003</b>		<b>165.3700</b>

### 3.8 Phase One:Paving - 2018

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2745	1.1895	16.9276	0.0223		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2745</b>	<b>1.1895</b>	<b>16.9276</b>	<b>0.0223</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>	<b>0.0000</b>	<b>2,245.2695</b>	<b>2,245.2695</b>	<b>0.6990</b>		<b>2,259.9481</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0508	0.0642	0.8011	2.1200e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		165.2054	165.2054	7.8400e-003		165.3700
<b>Total</b>	<b>0.0508</b>	<b>0.0642</b>	<b>0.8011</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.3100e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2100e-003</b>	<b>0.0457</b>		<b>165.2054</b>	<b>165.2054</b>	<b>7.8400e-003</b>		<b>165.3700</b>

### 3.8 Phase One:Paving - 2019

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4259	14.9353	14.3652	0.0223		0.8094	0.8094		0.7447	0.7447		2,208.973 1	2,208.973 1	0.6989		2,223.649 9
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.4259</b>	<b>14.9353</b>	<b>14.3652</b>	<b>0.0223</b>		<b>0.8094</b>	<b>0.8094</b>		<b>0.7447</b>	<b>0.7447</b>		<b>2,208.973 1</b>	<b>2,208.973 1</b>	<b>0.6989</b>		<b>2,223.649 9</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0467	0.0589	0.7363	2.1200e-003	0.1677	1.2900e-003	0.1690	0.0445	1.1900e-003	0.0457		158.9423	158.9423	7.3400e-003		159.0964
<b>Total</b>	<b>0.0467</b>	<b>0.0589</b>	<b>0.7363</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.2900e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.1900e-003</b>	<b>0.0457</b>		<b>158.9423</b>	<b>158.9423</b>	<b>7.3400e-003</b>		<b>159.0964</b>

### 3.8 Phase One:Paving - 2019

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2745	1.1895	16.9276	0.0223		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	2,208.9731	2,208.9731	0.6989		2,223.6499
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2745</b>	<b>1.1895</b>	<b>16.9276</b>	<b>0.0223</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>	<b>0.0000</b>	<b>2,208.9731</b>	<b>2,208.9731</b>	<b>0.6989</b>		<b>2,223.6499</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0467	0.0589	0.7363	2.1200e-003	0.1677	1.2900e-003	0.1690	0.0445	1.1900e-003	0.0457		158.9423	158.9423	7.3400e-003		159.0964
<b>Total</b>	<b>0.0467</b>	<b>0.0589</b>	<b>0.7363</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.2900e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.1900e-003</b>	<b>0.0457</b>		<b>158.9423</b>	<b>158.9423</b>	<b>7.3400e-003</b>		<b>159.0964</b>

**3.9 Phase Three: Demolition - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2349	0.0000	1.2349	0.1870	0.0000	0.1870			0.0000			0.0000
Off-Road	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316		3,929.2327	3,929.2327	1.0974		3,952.2774
<b>Total</b>	<b>3.3224</b>	<b>33.9413</b>	<b>30.8050</b>	<b>0.0399</b>	<b>1.2349</b>	<b>1.6448</b>	<b>2.8797</b>	<b>0.1870</b>	<b>1.5316</b>	<b>1.7185</b>		<b>3,929.2327</b>	<b>3,929.2327</b>	<b>1.0974</b>		<b>3,952.2774</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0878	1.2432	1.0165	4.1900e-003	0.0995	0.0227	0.1222	0.0273	0.0209	0.0481		402.4140	402.4140	2.9700e-003		402.4764
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0467	0.0589	0.7363	2.1200e-003	0.1677	1.2900e-003	0.1690	0.0445	1.1900e-003	0.0457		158.9423	158.9423	7.3400e-003		159.0964
<b>Total</b>	<b>0.1345</b>	<b>1.3021</b>	<b>1.7528</b>	<b>6.3100e-003</b>	<b>0.2672</b>	<b>0.0240</b>	<b>0.2911</b>	<b>0.0717</b>	<b>0.0220</b>	<b>0.0938</b>		<b>561.3563</b>	<b>561.3563</b>	<b>0.0103</b>		<b>561.5728</b>

**3.9 Phase Three: Demolition - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5557	0.0000	0.5557	0.0841	0.0000	0.0841			0.0000			0.0000
Off-Road	0.4739	2.0535	23.8257	0.0399		9.4800e-003	9.4800e-003		9.4800e-003	9.4800e-003	0.0000	3,929.2327	3,929.2327	1.0974		3,952.2774
<b>Total</b>	<b>0.4739</b>	<b>2.0535</b>	<b>23.8257</b>	<b>0.0399</b>	<b>0.5557</b>	<b>9.4800e-003</b>	<b>0.5652</b>	<b>0.0841</b>	<b>9.4800e-003</b>	<b>0.0936</b>	<b>0.0000</b>	<b>3,929.2327</b>	<b>3,929.2327</b>	<b>1.0974</b>		<b>3,952.2774</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0878	1.2432	1.0165	4.1900e-003	0.0995	0.0227	0.1222	0.0273	0.0209	0.0481		402.4140	402.4140	2.9700e-003		402.4764
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0467	0.0589	0.7363	2.1200e-003	0.1677	1.2900e-003	0.1690	0.0445	1.1900e-003	0.0457		158.9423	158.9423	7.3400e-003		159.0964
<b>Total</b>	<b>0.1345</b>	<b>1.3021</b>	<b>1.7528</b>	<b>6.3100e-003</b>	<b>0.2672</b>	<b>0.0240</b>	<b>0.2911</b>	<b>0.0717</b>	<b>0.0220</b>	<b>0.0938</b>		<b>561.3563</b>	<b>561.3563</b>	<b>0.0103</b>		<b>561.5728</b>

**3.10 Phase Three: Grading - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1888	0.0000	6.1888	3.3333	0.0000	3.3333			0.0000			0.0000
Off-Road	4.8912	54.1978	40.2888	0.0617		2.5049	2.5049		2.3045	2.3045		6,111.312 1	6,111.312 1	1.9336		6,151.916 7
<b>Total</b>	<b>4.8912</b>	<b>54.1978</b>	<b>40.2888</b>	<b>0.0617</b>	<b>6.1888</b>	<b>2.5049</b>	<b>8.6937</b>	<b>3.3333</b>	<b>2.3045</b>	<b>5.6378</b>		<b>6,111.312 1</b>	<b>6,111.312 1</b>	<b>1.9336</b>		<b>6,151.916 7</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.9860	28.1274	22.9975	0.0947	2.2516	0.5128	2.7643	0.6166	0.4717	1.0884		9,104.510 2	9,104.510 2	0.0672		9,105.921 1
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0785	0.9817	2.8200e-003	0.2236	1.7200e-003	0.2253	0.0593	1.5900e-003	0.0609		211.9231	211.9231	9.7800e-003		212.1286
<b>Total</b>	<b>2.0483</b>	<b>28.2059</b>	<b>23.9792</b>	<b>0.0975</b>	<b>2.4751</b>	<b>0.5145</b>	<b>2.9896</b>	<b>0.6759</b>	<b>0.4733</b>	<b>1.1492</b>		<b>9,316.433 3</b>	<b>9,316.433 3</b>	<b>0.0770</b>		<b>9,318.049 7</b>

**3.10 Phase Three: Grading - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7849	0.0000	2.7849	1.5000	0.0000	1.5000			0.0000			0.0000
Off-Road	0.7564	3.2778	34.7787	0.0617		0.0151	0.0151		0.0151	0.0151	0.0000	6,111.312 1	6,111.312 1	1.9336		6,151.916 7
<b>Total</b>	<b>0.7564</b>	<b>3.2778</b>	<b>34.7787</b>	<b>0.0617</b>	<b>2.7849</b>	<b>0.0151</b>	<b>2.8001</b>	<b>1.5000</b>	<b>0.0151</b>	<b>1.5151</b>	<b>0.0000</b>	<b>6,111.312 1</b>	<b>6,111.312 1</b>	<b>1.9336</b>		<b>6,151.916 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.9860	28.1274	22.9975	0.0947	2.2516	0.5128	2.7643	0.6166	0.4717	1.0884		9,104.510 2	9,104.510 2	0.0672		9,105.921 1
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0785	0.9817	2.8200e-003	0.2236	1.7200e-003	0.2253	0.0593	1.5900e-003	0.0609		211.9231	211.9231	9.7800e-003		212.1286
<b>Total</b>	<b>2.0483</b>	<b>28.2059</b>	<b>23.9792</b>	<b>0.0975</b>	<b>2.4751</b>	<b>0.5145</b>	<b>2.9896</b>	<b>0.6759</b>	<b>0.4733</b>	<b>1.1492</b>		<b>9,316.433 3</b>	<b>9,316.433 3</b>	<b>0.0770</b>		<b>9,318.049 7</b>

**3.11 Phase Three: Construction - 2019**

**Unmitigated Construction On-Site**

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

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.3985	23.5467	30.3988	0.0765	2.2134	0.4016	2.6150	0.6304	0.3694	0.9998		7,320.7556	7,320.7556	0.0519		7,321.8448
Worker	3.5602	4.4843	56.1058	0.1614	12.7760	0.0982	12.8743	3.3883	0.0911	3.4793		12,111.4052	12,111.4052	0.5592		12,123.1481
<b>Total</b>	<b>5.9586</b>	<b>28.0310</b>	<b>86.5046</b>	<b>0.2379</b>	<b>14.9894</b>	<b>0.4998</b>	<b>15.4892</b>	<b>4.0187</b>	<b>0.4605</b>	<b>4.4792</b>		<b>19,432.1608</b>	<b>19,432.1608</b>	<b>0.6111</b>		<b>19,444.9929</b>

**3.11 Phase Three: Construction - 2019**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,580.7618</b>	<b>2,580.7618</b>	<b>0.6279</b>		<b>2,593.9479</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.3985	23.5467	30.3988	0.0765	2.2134	0.4016	2.6150	0.6304	0.3694	0.9998		7,320.7556	7,320.7556	0.0519		7,321.8448
Worker	3.5602	4.4843	56.1058	0.1614	12.7760	0.0982	12.8743	3.3883	0.0911	3.4793		12,111.4052	12,111.4052	0.5592		12,123.1481
<b>Total</b>	<b>5.9586</b>	<b>28.0310</b>	<b>86.5046</b>	<b>0.2379</b>	<b>14.9894</b>	<b>0.4998</b>	<b>15.4892</b>	<b>4.0187</b>	<b>0.4605</b>	<b>4.4792</b>		<b>19,432.1608</b>	<b>19,432.1608</b>	<b>0.6111</b>		<b>19,444.9929</b>

**3.11 Phase Three: Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880
<b>Total</b>	<b>2.1113</b>	<b>19.0839</b>	<b>16.8084</b>	<b>0.0268</b>		<b>1.1128</b>	<b>1.1128</b>		<b>1.0465</b>	<b>1.0465</b>		<b>2,542.4799</b>	<b>2,542.4799</b>	<b>0.6194</b>		<b>2,555.4880</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.2772	20.5555	29.3711	0.0764	2.2136	0.3677	2.5813	0.6305	0.3383	0.9688		7,155.9334	7,155.9334	0.0508		7,156.9991
Worker	3.3365	4.1573	52.2877	0.1614	12.7760	0.0976	12.8737	3.3883	0.0905	3.4788		11,621.2382	11,621.2382	0.5296		11,632.3595
<b>Total</b>	<b>5.6137</b>	<b>24.7128</b>	<b>81.6588</b>	<b>0.2378</b>	<b>14.9896</b>	<b>0.4653</b>	<b>15.4549</b>	<b>4.0188</b>	<b>0.4288</b>	<b>4.4476</b>		<b>18,777.1716</b>	<b>18,777.1716</b>	<b>0.5803</b>		<b>18,789.3586</b>

**3.11 Phase Three: Construction - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,542.4799</b>	<b>2,542.4799</b>	<b>0.6194</b>		<b>2,555.4880</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.2772	20.5555	29.3711	0.0764	2.2136	0.3677	2.5813	0.6305	0.3383	0.9688		7,155.9334	7,155.9334	0.0508		7,156.9991
Worker	3.3365	4.1573	52.2877	0.1614	12.7760	0.0976	12.8737	3.3883	0.0905	3.4788		11,621.2382	11,621.2382	0.5296		11,632.3595
<b>Total</b>	<b>5.6137</b>	<b>24.7128</b>	<b>81.6588</b>	<b>0.2378</b>	<b>14.9896</b>	<b>0.4653</b>	<b>15.4549</b>	<b>4.0188</b>	<b>0.4288</b>	<b>4.4476</b>		<b>18,777.1716</b>	<b>18,777.1716</b>	<b>0.5803</b>		<b>18,789.3586</b>

**3.12 Phase Four:Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1429	0.0000	2.1429	0.3245	0.0000	0.3245			0.0000			0.0000
Off-Road	3.0964	31.0154	29.6099	0.0400		1.4899	1.4899		1.3865	1.3865		3,857.1420	3,857.1420	1.0933		3,880.1021
<b>Total</b>	<b>3.0964</b>	<b>31.0154</b>	<b>29.6099</b>	<b>0.0400</b>	<b>2.1429</b>	<b>1.4899</b>	<b>3.6327</b>	<b>0.3245</b>	<b>1.3865</b>	<b>1.7110</b>		<b>3,857.1420</b>	<b>3,857.1420</b>	<b>1.0933</b>		<b>3,880.1021</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1493	1.9225	1.7365	7.2500e-003	0.1726	0.0390	0.2116	0.0473	0.0359	0.0831		682.0991	682.0991	5.1500e-003		682.2073
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0438	0.0546	0.6862	2.1200e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		152.5097	152.5097	6.9500e-003		152.6556
<b>Total</b>	<b>0.1931</b>	<b>1.9770</b>	<b>2.4227</b>	<b>9.3700e-003</b>	<b>0.3403</b>	<b>0.0403</b>	<b>0.3805</b>	<b>0.0917</b>	<b>0.0370</b>	<b>0.1288</b>		<b>834.6088</b>	<b>834.6088</b>	<b>0.0121</b>		<b>834.8629</b>

**3.12 Phase Four:Demolition - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9643	0.0000	0.9643	0.1460	0.0000	0.1460			0.0000			0.0000
Off-Road	0.4739	2.0535	23.8257	0.0400		9.4800e-003	9.4800e-003		9.4800e-003	9.4800e-003	0.0000	3,857.1420	3,857.1420	1.0933		3,880.1021
<b>Total</b>	<b>0.4739</b>	<b>2.0535</b>	<b>23.8257</b>	<b>0.0400</b>	<b>0.9643</b>	<b>9.4800e-003</b>	<b>0.9738</b>	<b>0.1460</b>	<b>9.4800e-003</b>	<b>0.1555</b>	<b>0.0000</b>	<b>3,857.1420</b>	<b>3,857.1420</b>	<b>1.0933</b>		<b>3,880.1021</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1493	1.9225	1.7365	7.2500e-003	0.1726	0.0390	0.2116	0.0473	0.0359	0.0831		682.0991	682.0991	5.1500e-003		682.2073
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0438	0.0546	0.6862	2.1200e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		152.5097	152.5097	6.9500e-003		152.6556
<b>Total</b>	<b>0.1931</b>	<b>1.9770</b>	<b>2.4227</b>	<b>9.3700e-003</b>	<b>0.3403</b>	<b>0.0403</b>	<b>0.3805</b>	<b>0.0917</b>	<b>0.0370</b>	<b>0.1288</b>		<b>834.6088</b>	<b>834.6088</b>	<b>0.0121</b>		<b>834.8629</b>

**3.13 Phase Four: Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1827	0.0000	6.1827	3.3340	0.0000	3.3340			0.0000			0.0000
Off-Road	4.5501	49.3839	38.4257	0.0617		2.2619	2.2619		2.0810	2.0810		5,977.7088	5,977.7088	1.9333		6,018.3084
<b>Total</b>	<b>4.5501</b>	<b>49.3839</b>	<b>38.4257</b>	<b>0.0617</b>	<b>6.1827</b>	<b>2.2619</b>	<b>8.4447</b>	<b>3.3340</b>	<b>2.0810</b>	<b>5.4149</b>		<b>5,977.7088</b>	<b>5,977.7088</b>	<b>1.9333</b>		<b>6,018.3084</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.4476	31.5239	28.4747	0.1189	2.8300	0.6390	3.4690	0.7751	0.5878	1.3629		11,184.8862	11,184.8862	0.0845		11,186.6603
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0727	0.9149	2.8200e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5800e-003	0.0609		203.3463	203.3463	9.2700e-003		203.5409
<b>Total</b>	<b>2.5059</b>	<b>31.5967</b>	<b>29.3897</b>	<b>0.1217</b>	<b>3.0536</b>	<b>0.6407</b>	<b>3.6942</b>	<b>0.8344</b>	<b>0.5894</b>	<b>1.4238</b>		<b>11,388.2325</b>	<b>11,388.2325</b>	<b>0.0938</b>		<b>11,390.2011</b>

**3.13 Phase Four: Grading - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7822	0.0000	2.7822	1.5003	0.0000	1.5003			0.0000			0.0000
Off-Road	0.7564	3.2778	34.7787	0.0617		0.0151	0.0151		0.0151	0.0151	0.0000	5,977.7088	5,977.7088	1.9333		6,018.3084
<b>Total</b>	<b>0.7564</b>	<b>3.2778</b>	<b>34.7787</b>	<b>0.0617</b>	<b>2.7822</b>	<b>0.0151</b>	<b>2.7974</b>	<b>1.5003</b>	<b>0.0151</b>	<b>1.5154</b>	<b>0.0000</b>	<b>5,977.7088</b>	<b>5,977.7088</b>	<b>1.9333</b>		<b>6,018.3084</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.4476	31.5239	28.4747	0.1189	2.8300	0.6390	3.4690	0.7751	0.5878	1.3629		11,184.8862	11,184.8862	0.0845		11,186.6603
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0727	0.9149	2.8200e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5800e-003	0.0609		203.3463	203.3463	9.2700e-003		203.5409
<b>Total</b>	<b>2.5059</b>	<b>31.5967</b>	<b>29.3897</b>	<b>0.1217</b>	<b>3.0536</b>	<b>0.6407</b>	<b>3.6942</b>	<b>0.8344</b>	<b>0.5894</b>	<b>1.4238</b>		<b>11,388.2325</b>	<b>11,388.2325</b>	<b>0.0938</b>		<b>11,390.2011</b>

**3.14 Phase Four: Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880
<b>Total</b>	<b>2.1113</b>	<b>19.0839</b>	<b>16.8084</b>	<b>0.0268</b>		<b>1.1128</b>	<b>1.1128</b>		<b>1.0465</b>	<b>1.0465</b>		<b>2,542.4799</b>	<b>2,542.4799</b>	<b>0.6194</b>		<b>2,555.4880</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.2772	20.5555	29.3711	0.0764	2.2136	0.3677	2.5813	0.6305	0.3383	0.9688		7,155.9334	7,155.9334	0.0508		7,156.9991
Worker	3.3365	4.1573	52.2877	0.1614	12.7760	0.0976	12.8737	3.3883	0.0905	3.4788		11,621.2382	11,621.2382	0.5296		11,632.3595
<b>Total</b>	<b>5.6137</b>	<b>24.7128</b>	<b>81.6588</b>	<b>0.2378</b>	<b>14.9896</b>	<b>0.4653</b>	<b>15.4549</b>	<b>4.0188</b>	<b>0.4288</b>	<b>4.4476</b>		<b>18,777.1716</b>	<b>18,777.1716</b>	<b>0.5803</b>		<b>18,789.3586</b>

**3.14 Phase Four: Construction - 2020**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,542.4799</b>	<b>2,542.4799</b>	<b>0.6194</b>		<b>2,555.4880</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.2772	20.5555	29.3711	0.0764	2.2136	0.3677	2.5813	0.6305	0.3383	0.9688		7,155.9334	7,155.9334	0.0508		7,156.9991
Worker	3.3365	4.1573	52.2877	0.1614	12.7760	0.0976	12.8737	3.3883	0.0905	3.4788		11,621.2382	11,621.2382	0.5296		11,632.3595
<b>Total</b>	<b>5.6137</b>	<b>24.7128</b>	<b>81.6588</b>	<b>0.2378</b>	<b>14.9896</b>	<b>0.4653</b>	<b>15.4549</b>	<b>4.0188</b>	<b>0.4288</b>	<b>4.4476</b>		<b>18,777.1716</b>	<b>18,777.1716</b>	<b>0.5803</b>		<b>18,789.3586</b>

**3.14 Phase Four: Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8931	17.3403	16.5376	0.0268		0.9549	0.9549		0.8979	0.8979		2,542.7817	2,542.7817	0.6126		2,555.6462
<b>Total</b>	<b>1.8931</b>	<b>17.3403</b>	<b>16.5376</b>	<b>0.0268</b>		<b>0.9549</b>	<b>0.9549</b>		<b>0.8979</b>	<b>0.8979</b>		<b>2,542.7817</b>	<b>2,542.7817</b>	<b>0.6126</b>		<b>2,555.6462</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.2014	17.4549	28.5687	0.0764	2.2136	0.3352	2.5488	0.6305	0.3084	0.9389		7,152.7514	7,152.7514	0.0511		7,153.8249
Worker	3.1574	3.8878	49.1827	0.1617	12.7760	0.0977	12.8738	3.3883	0.0906	3.4789		11,442.4415	11,442.4415	0.5069		11,453.0868
<b>Total</b>	<b>5.3588</b>	<b>21.3427</b>	<b>77.7514</b>	<b>0.2381</b>	<b>14.9896</b>	<b>0.4329</b>	<b>15.4225</b>	<b>4.0188</b>	<b>0.3990</b>	<b>4.4178</b>		<b>18,595.1929</b>	<b>18,595.1929</b>	<b>0.5580</b>		<b>18,606.9117</b>

**3.14 Phase Four: Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,542.7817</b>	<b>2,542.7817</b>	<b>0.6126</b>		<b>2,555.6462</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.2014	17.4549	28.5687	0.0764	2.2136	0.3352	2.5488	0.6305	0.3084	0.9389		7,152.7514	7,152.7514	0.0511		7,153.8249
Worker	3.1574	3.8878	49.1827	0.1617	12.7760	0.0977	12.8738	3.3883	0.0906	3.4789		11,442.4415	11,442.4415	0.5069		11,453.0868
<b>Total</b>	<b>5.3588</b>	<b>21.3427</b>	<b>77.7514</b>	<b>0.2381</b>	<b>14.9896</b>	<b>0.4329</b>	<b>15.4225</b>	<b>4.0188</b>	<b>0.3990</b>	<b>4.4178</b>		<b>18,595.1929</b>	<b>18,595.1929</b>	<b>0.5580</b>		<b>18,606.9117</b>

**3.14 Phase Four: Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6992	15.5364	16.3276	0.0268		0.8057	0.8057		0.7581	0.7581		2,543.7497	2,543.7497	0.6085		2,556.5286
<b>Total</b>	<b>1.6992</b>	<b>15.5364</b>	<b>16.3276</b>	<b>0.0268</b>		<b>0.8057</b>	<b>0.8057</b>		<b>0.7581</b>	<b>0.7581</b>		<b>2,543.7497</b>	<b>2,543.7497</b>	<b>0.6085</b>		<b>2,556.5286</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.1568	15.8452	27.9077	0.0763	2.2136	0.3315	2.5451	0.6305	0.3050	0.9355		7,146.3541	7,146.3541	0.0522		7,147.4509
Worker	2.9898	3.6473	46.3070	0.1617	12.7760	0.0977	12.8737	3.3883	0.0906	3.4788		11,253.7458	11,253.7458	0.4854		11,263.9388
<b>Total</b>	<b>5.1466</b>	<b>19.4926</b>	<b>74.2147</b>	<b>0.2380</b>	<b>14.9897</b>	<b>0.4291</b>	<b>15.4188</b>	<b>4.0188</b>	<b>0.3956</b>	<b>4.4143</b>		<b>18,400.1000</b>	<b>18,400.1000</b>	<b>0.5376</b>		<b>18,411.3897</b>

**3.14 Phase Four: Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3265	2.2289	17.4110	0.0268		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	2,543.7497	2,543.7497	0.6085		2,556.5286
<b>Total</b>	<b>0.3265</b>	<b>2.2289</b>	<b>17.4110</b>	<b>0.0268</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>		<b>6.0900e-003</b>	<b>6.0900e-003</b>	<b>0.0000</b>	<b>2,543.7497</b>	<b>2,543.7497</b>	<b>0.6085</b>		<b>2,556.5286</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.1568	15.8452	27.9077	0.0763	2.2136	0.3315	2.5451	0.6305	0.3050	0.9355		7,146.3541	7,146.3541	0.0522		7,147.4509
Worker	2.9898	3.6473	46.3070	0.1617	12.7760	0.0977	12.8737	3.3883	0.0906	3.4788		11,253.7458	11,253.7458	0.4854		11,263.9388
<b>Total</b>	<b>5.1466</b>	<b>19.4926</b>	<b>74.2147</b>	<b>0.2380</b>	<b>14.9897</b>	<b>0.4291</b>	<b>15.4188</b>	<b>4.0188</b>	<b>0.3956</b>	<b>4.4143</b>		<b>18,400.1000</b>	<b>18,400.1000</b>	<b>0.5376</b>		<b>18,411.3897</b>

**3.15 Phase Four: Architectural Coating - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.6079					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
<b>Total</b>	<b>57.8268</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.8537</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6326	0.7789	9.8538	0.0324	2.5597	0.0196	2.5793	0.6788	0.0182	0.6970		2,292.4927	2,292.4927	0.1016		2,294.6254
<b>Total</b>	<b>0.6326</b>	<b>0.7789</b>	<b>9.8538</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0196</b>	<b>2.5793</b>	<b>0.6788</b>	<b>0.0182</b>	<b>0.6970</b>		<b>2,292.4927</b>	<b>2,292.4927</b>	<b>0.1016</b>		<b>2,294.6254</b>

**3.15 Phase Four: Architectural Coating - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.6079					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	281.4481	281.4481	0.0193		281.8537
<b>Total</b>	<b>57.6376</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.8537</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6326	0.7789	9.8538	0.0324	2.5597	0.0196	2.5793	0.6788	0.0182	0.6970		2,292.4927	2,292.4927	0.1016		2,294.6254
<b>Total</b>	<b>0.6326</b>	<b>0.7789</b>	<b>9.8538</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0196</b>	<b>2.5793</b>	<b>0.6788</b>	<b>0.0182</b>	<b>0.6970</b>		<b>2,292.4927</b>	<b>2,292.4927</b>	<b>0.1016</b>		<b>2,294.6254</b>

**3.15 Phase Four: Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.6079					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329
<b>Total</b>	<b>57.8124</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.8329</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5990	0.7307	9.2776	0.0324	2.5597	0.0196	2.5792	0.6788	0.0182	0.6970		2,254.6875	2,254.6875	0.0973		2,256.7297
<b>Total</b>	<b>0.5990</b>	<b>0.7307</b>	<b>9.2776</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0196</b>	<b>2.5792</b>	<b>0.6788</b>	<b>0.0182</b>	<b>0.6970</b>		<b>2,254.6875</b>	<b>2,254.6875</b>	<b>0.0973</b>		<b>2,256.7297</b>

**3.15 Phase Four: Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.6079					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	281.4481	281.4481	0.0183		281.8329
<b>Total</b>	<b>57.6376</b>	<b>0.1288</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>		<b>5.9000e-004</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.8329</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5990	0.7307	9.2776	0.0324	2.5597	0.0196	2.5792	0.6788	0.0182	0.6970		2,254.6875	2,254.6875	0.0973		2,256.7297
<b>Total</b>	<b>0.5990</b>	<b>0.7307</b>	<b>9.2776</b>	<b>0.0324</b>	<b>2.5597</b>	<b>0.0196</b>	<b>2.5792</b>	<b>0.6788</b>	<b>0.0182</b>	<b>0.6970</b>		<b>2,254.6875</b>	<b>2,254.6875</b>	<b>0.0973</b>		<b>2,256.7297</b>

**3.16 Phase Four: Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0815	10.9108	14.2815	0.0223		0.5577	0.5577		0.5131	0.5131		2,160.6869	2,160.6869	0.6988		2,175.3619
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.0815</b>	<b>10.9108</b>	<b>14.2815</b>	<b>0.0223</b>		<b>0.5577</b>	<b>0.5577</b>		<b>0.5131</b>	<b>0.5131</b>		<b>2,160.6869</b>	<b>2,160.6869</b>	<b>0.6988</b>		<b>2,175.3619</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0392	0.0479	0.6077	2.1200e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		147.6870	147.6870	6.3700e-003		147.8207
<b>Total</b>	<b>0.0392</b>	<b>0.0479</b>	<b>0.6077</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.2800e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.1900e-003</b>	<b>0.0457</b>		<b>147.6870</b>	<b>147.6870</b>	<b>6.3700e-003</b>		<b>147.8207</b>

**3.16 Phase Four: Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2745	1.1895	16.9276	0.0223		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	2,160.6869	2,160.6869	0.6988		2,175.3619
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.2745</b>	<b>1.1895</b>	<b>16.9276</b>	<b>0.0223</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>		<b>5.4900e-003</b>	<b>5.4900e-003</b>	<b>0.0000</b>	<b>2,160.6869</b>	<b>2,160.6869</b>	<b>0.6988</b>		<b>2,175.3619</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0392	0.0479	0.6077	2.1200e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		147.6870	147.6870	6.3700e-003		147.8207
<b>Total</b>	<b>0.0392</b>	<b>0.0479</b>	<b>0.6077</b>	<b>2.1200e-003</b>	<b>0.1677</b>	<b>1.2800e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.1900e-003</b>	<b>0.0457</b>		<b>147.6870</b>	<b>147.6870</b>	<b>6.3700e-003</b>		<b>147.8207</b>

**4.0 Operational Detail - Mobile**

### 4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	51.1777	95.0051	443.2513	1.3360	86.8310	1.7660	88.5969	23.2043	1.6294	24.8338		100,938.6637	100,938.6637	3.3649		101,009.3270
Unmitigated	56.7725	130.9294	588.9178	1.9863	131.0810	2.5686	133.6496	35.0295	2.3696	37.3992		150,048.0055	150,048.0055	4.8680		150,150.2342

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	110.95	110.95	110.95	319,263	209,450
Condo/Townhouse High Rise	1,176.00	1,432.00	1214.00	4,162,091	2,881,466
Condo/Townhouse High Rise	3,410.40	4,152.80	3520.60	12,070,064	8,356,252
Enclosed Parking with Elevator	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government (Civic Center)	6,126.41	0.00	0.00	13,513,671	8,716,444
High Turnover (Sit Down Restaurant)	1,017.20	1,266.96	1054.72	1,442,202	950,727
Hotel	1,634.00	1,638.00	1190.00	3,749,016	2,465,413
Library	3,533.72	4,282.60	2345.08	8,762,925	5,655,704
Regional Shopping Center	3,238.08	1,599.04	807.68	5,746,096	3,781,132
<b>Total</b>	<b>20,246.76</b>	<b>14,482.35</b>	<b>10,243.03</b>	<b>49,765,327</b>	<b>33,016,588</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Condo/Townhouse High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Government (Civic Center)	16.60	8.40	6.90	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Library	16.60	8.40	6.90	52.00	43.00	5.00	44	44	12
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504606	0.059848	0.182048	0.140509	0.043346	0.006835	0.016277	0.034901	0.001966	0.002503	0.004308	0.000568	0.002288

### 5.0 Energy Detail

#### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7056	6.2626	4.2717	0.0385		0.4875	0.4875		0.4875	0.4875		7,697.8178	7,697.8178	0.1475	0.1411	7,744.6655
NaturalGas Unmitigated	0.8404	7.4592	5.0899	0.0458		0.5807	0.5807		0.5807	0.5807		9,168.3897	9,168.3897	0.1757	0.1681	9,224.1869

### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse High Rise	22891.8	0.2469	2.1096	0.8977	0.0135		0.1706	0.1706		0.1706	0.1706		2,693.1499	2,693.1499	0.0516	0.0494	2,709.5399
Condo/Townhouse High Rise	7893.72	0.0851	0.7275	0.3096	4.6400e-003		0.0588	0.0588		0.0588	0.0588		928.6724	928.6724	0.0178	0.0170	934.3241
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	17242.2	0.1860	1.6904	1.4200	0.0101		0.1285	0.1285		0.1285	0.1285		2,028.4988	2,028.4988	0.0389	0.0372	2,040.8439
High Turnover (Sit Down Restaurant)	5107.07	0.0551	0.5007	0.4206	3.0000e-003		0.0381	0.0381		0.0381	0.0381		600.8316	600.8316	0.0115	0.0110	604.4882
Hotel	19906.3	0.2147	1.9516	1.6393	0.0117		0.1483	0.1483		0.1483	0.1483		2,341.9204	2,341.9204	0.0449	0.0429	2,356.1729
Library	4741.15	0.0511	0.4648	0.3905	2.7900e-003		0.0353	0.0353		0.0353	0.0353		557.7824	557.7824	0.0107	0.0102	561.1770
Regional Shopping Center	149.041	1.6100e-003	0.0146	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003		17.5343	17.5343	3.4000e-004	3.2000e-004	17.6410
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.8405</b>	<b>7.4592</b>	<b>5.0899</b>	<b>0.0458</b>		<b>0.5807</b>	<b>0.5807</b>		<b>0.5807</b>	<b>0.5807</b>		<b>9,168.3897</b>	<b>9,168.3897</b>	<b>0.1757</b>	<b>0.1681</b>	<b>9,224.1869</b>

### 5.2 Energy by Land Use - NaturalGas

#### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse High Rise	6.63837	0.0716	0.6118	0.2603	3.9000e-003		0.0495	0.0495		0.0495	0.0495		780.9846	780.9846	0.0150	0.0143	785.7376
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	13.9168	0.1501	1.3644	1.1461	8.1900e-003		0.1037	0.1037		0.1037	0.1037		1,637.2751	1,637.2751	0.0314	0.0300	1,647.2392
High Turnover (Sit Down Restaurant)	4.9088	0.0529	0.4813	0.4043	2.8900e-003		0.0366	0.0366		0.0366	0.0366		577.5059	577.5059	0.0111	0.0106	581.0205
Hotel	16.5711	0.1787	1.6246	1.3647	9.7500e-003		0.1235	0.1235		0.1235	0.1235		1,949.5411	1,949.5411	0.0374	0.0357	1,961.4057
Library	4.01725	0.0433	0.3939	0.3308	2.3600e-003		0.0299	0.0299		0.0299	0.0299		472.6176	472.6176	9.0600e-003	8.6600e-003	475.4938
Regional Shopping Center	0.127825	1.3800e-003	0.0125	0.0105	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004		15.0382	15.0382	2.9000e-004	2.8000e-004	15.1297
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	19.2513	0.2076	1.7741	0.7550	0.0113		0.1434	0.1434		0.1434	0.1434		2,264.8554	2,264.8554	0.0434	0.0415	2,278.6390
<b>Total</b>		<b>0.7056</b>	<b>6.2626</b>	<b>4.2717</b>	<b>0.0385</b>		<b>0.4875</b>	<b>0.4875</b>		<b>0.4875</b>	<b>0.4875</b>		<b>7,697.8178</b>	<b>7,697.8178</b>	<b>0.1476</b>	<b>0.1411</b>	<b>7,744.6655</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	61.3857	0.6697	56.9957	2.8200e-003		0.3101	0.3101		0.3101	0.3101	0.0000	98.8792	98.8792	0.0869	0.0000	100.7050
Unmitigated	64.8879	0.7490	64.8110	3.4200e-003		0.3559	0.3559		0.3559	0.3559	0.0000	116.3950	116.3950	0.1144	0.0000	118.7972

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.1241					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	51.7746					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9892	0.7490	64.8110	3.4200e-003		0.3559	0.3559		0.3559	0.3559		116.3950	116.3950	0.1144		118.7972
<b>Total</b>	<b>64.8879</b>	<b>0.7490</b>	<b>64.8110</b>	<b>3.4200e-003</b>		<b>0.3559</b>	<b>0.3559</b>		<b>0.3559</b>	<b>0.3559</b>	<b>0.0000</b>	<b>116.3950</b>	<b>116.3950</b>	<b>0.1144</b>	<b>0.0000</b>	<b>118.7972</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	8.0921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	51.7746					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5190	0.6697	56.9957	2.8200e-003		0.3101	0.3101		0.3101	0.3101		98.8792	98.8792	0.0869		100.7050
<b>Total</b>	<b>61.3857</b>	<b>0.6697</b>	<b>56.9957</b>	<b>2.8200e-003</b>		<b>0.3101</b>	<b>0.3101</b>		<b>0.3101</b>	<b>0.3101</b>	<b>0.0000</b>	<b>98.8792</b>	<b>98.8792</b>	<b>0.0869</b>	<b>0.0000</b>	<b>100.7050</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

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