3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	1.3100e-003	0.0133	5.0000e-005	4.0700e-003	3.0000e-005	4.0900e-003	1.0800e-003	3.0000e-005	1.1100e-003	0.0000	3.0109	3.0109	1.2000e-004	0.0000	3.0135
Total	**1.0400e-003**	**1.3100e-003**	**0.0133**	**5.0000e-005**	**4.0700e-003**	**3.0000e-005**	**4.0900e-003**	**1.0800e-003**	**3.0000e-005**	**1.1100e-003**	**0.0000**	**3.0109**	**3.0109**	**1.2000e-004**	**0.0000**	**3.0135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3075					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1100e-003	0.0435	0.0339	5.0000e-005		1.7600e-003	1.7600e-003		1.7600e-003	1.7600e-003	0.0000	4.7235	4.7235	3.2000e-004	0.0000	4.7303
Total	**0.3096**	**0.0435**	**0.0339**	**5.0000e-005**		**1.7600e-003**	**1.7600e-003**		**1.7600e-003**	**1.7600e-003**	**0.0000**	**4.7235**	**4.7235**	**3.2000e-004**	**0.0000**	**4.7303**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	1.3100e-003	0.0133	5.0000e-005	4.0700e-003	3.0000e-005	4.0900e-003	1.0800e-003	3.0000e-005	1.1100e-003	0.0000	3.0109	3.0109	1.2000e-004	0.0000	3.0135
Total	**1.0400e-003**	**1.3100e-003**	**0.0133**	**5.0000e-005**	**4.0700e-003**	**3.0000e-005**	**4.0900e-003**	**1.0800e-003**	**3.0000e-005**	**1.1100e-003**	**0.0000**	**3.0109**	**3.0109**	**1.2000e-004**	**0.0000**	**3.0135**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2941	3.3212	13.7778	0.0388	2.5506	0.0537	2.6042	0.6840	0.0495	0.7334	0.0000	2,725.1658	2,725.1658	0.0834	0.0000	2,726.9176
Unmitigated	1.3030	3.3768	13.9566	0.0396	2.6026	0.0547	2.6573	0.6979	0.0504	0.7483	0.0000	2,779.0827	2,779.0827	0.0850	0.0000	2,780.8666

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	685.36	744.64	631.28	1,965,371	1,926,063
Single Family Housing	1,780.02	1,874.88	1631.22	5,076,870	4,975,332
Total	2,465.38	2,619.52	2,262.50	7,042,241	6,901,396

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
Single Family Housing	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.436309	0.063866	0.189578	0.169594	0.063390	0.008585	0.013281	0.039875	0.001707	0.001073	0.008459	0.000523	0.003759

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	524.2524	524.2524	0.0237	4.9000e-003	526.2706
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	536.4001	536.4001	0.0243	5.0200e-003	538.4651
NaturalGas Mitigated	0.0353	0.3017	0.1284	1.9300e-003		0.0244	0.0244		0.0244	0.0244	0.0000	349.3696	349.3696	6.7000e-003	6.4100e-003	351.4958
NaturalGas Unmitigated	0.0445	0.3806	0.1619	2.4300e-003		0.0308	0.0308		0.0308	0.0308	0.0000	440.7347	440.7347	8.4500e-003	8.0800e-003	443.4169

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					
Single Family Housing	5.98023e+006	0.0323	0.2756	0.1173	1.7600e-003		0.0223	0.0223		0.0223	0.0223	0.0000	319.1278	319.1278	6.1200e-003	5.8500e-003	321.0700
Condo/Townhouse	2.27883e+006	0.0123	0.1050	0.0447	6.7000e-004		8.4900e-003	8.4900e-003		8.4900e-003	8.4900e-003	0.0000	121.6069	121.6069	2.3300e-003	2.2300e-003	122.3470
Total		**0.0445**	**0.3806**	**0.1619**	**2.4300e-003**		**0.0308**	**0.0308**		**0.0308**	**0.0308**	**0.0000**	**440.7347**	**440.7347**	**8.4500e-003**	**8.0800e-003**	**443.4169**

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					
Single Family Housing	4.76109e+006	0.0257	0.2194	0.0934	1.4000e-003		0.0177	0.0177		0.0177	0.0177	0.0000	254.0700	254.0700	4.8700e-003	4.6600e-003	255.6162
Condo/Townhouse	1.78585e+006	9.6300e-003	0.0823	0.0350	5.3000e-004		6.6500e-003	6.6500e-003		6.6500e-003	6.6500e-003	0.0000	95.2996	95.2996	1.8300e-003	1.7500e-003	95.8795
Total		**0.0353**	**0.3017**	**0.1284**	**1.9300e-003**		**0.0244**	**0.0244**		**0.0244**	**0.0244**	**0.0000**	**349.3696**	**349.3696**	**6.7000e-003**	**6.4100e-003**	**351.4958**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	460522	133.9713	6.0600e-003	1.2500e-003	134.4870
Single Family Housing	1.38334e+006	402.4288	0.0182	3.7600e-003	403.9781
Total		**536.4001**	**0.0243**	**5.0100e-003**	**538.4651**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	452693	131.6934	5.9500e-003	1.2300e-003	132.2004
Single Family Housing	1.34941e+006	392.5590	0.0178	3.6700e-003	394.0702
Total		**524.2524**	**0.0237**	**4.9000e-003**	**526.2706**

6.0 Area Detail

6.1 Mitigation Measures Area

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	2.4863	0.0249	2.1591	1.1000e-004		0.0263	0.0263		0.0261	0.0261	0.0000	209.0940	209.0940	7.3500e-003	3.7700e-003	210.4166
Unmitigated	20.6619	0.2718	24.5740	8.8700e-003		3.1612	3.1612		3.1611	3.1611	299.5577	129.1475	428.7052	0.2799	0.0236	441.8865

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6864					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	18.1964	0.2469	22.4160	8.7600e-003		3.1493	3.1493		3.1492	3.1492	299.5577	125.6301	425.1879	0.2764	0.0236	438.2975
Landscaping	0.0654	0.0249	2.1580	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5174	3.5174	3.4100e-003	0.0000	3.5889
Total	**20.6619**	**0.2718**	**24.5740**	**8.8700e-003**		**3.1612**	**3.1612**		**3.1611**	**3.1611**	**299.5577**	**129.1475**	**428.7052**	**0.2799**	**0.0236**	**441.8865**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6864					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0208	0.0000	1.1300e-003	0.0000		0.0144	0.0144		0.0142	0.0142	0.0000	205.5766	205.5766	3.9400e-003	3.7700e-003	206.8277
Landscaping	0.0654	0.0249	2.1580	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5174	3.5174	3.4100e-003	0.0000	3.5889
Total	**2.4863**	**0.0249**	**2.1591**	**1.1000e-004**		**0.0263**	**0.0263**		**0.0261**	**0.0261**	**0.0000**	**209.0940**	**209.0940**	**7.3500e-003**	**3.7700e-003**	**210.4166**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	36.3050	0.4940	0.0119	50.3751
Unmitigated	47.8655	0.6176	0.0149	65.4626

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	6.77602 / 4.27184	17.1655	0.2215	5.3500e-003	23.4763
Single Family Housing	12.1186 / 7.64002	30.6999	0.3961	9.5800e-003	41.9864
Total		**47.8655**	**0.6176**	**0.0149**	**65.4627**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.42081 / 3.41747	13.0197	0.1772	4.2800e-003	18.0656
Single Family Housing	9.69492 / 6.11201	23.2853	0.3168	7.6500e-003	32.3096
Total		**36.3050**	**0.4940**	**0.0119**	**50.3752**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	24.2940	1.4357	0.0000	54.4443
Unmitigated	48.5879	2.8715	0.0000	108.8887

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	47.84	9.7111	0.5739	0.0000	21.7632
Single Family Housing	191.52	38.8768	2.2976	0.0000	87.1255
Total		**48.5879**	**2.8715**	**0.0000**	**108.8887**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	23.92	4.8555	0.2870	0.0000	10.8816
Single Family Housing	95.76	19.4384	1.1488	0.0000	43.5627
Total		**24.2940**	**1.4357**	**0.0000**	**54.4443**

9.0 Operational Offroad

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

10.0 Vegetation

NDP 01 - Meadowlands

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	104.00	Dwelling Unit	6.50	104,000.00	297
Single Family Housing	186.00	Dwelling Unit	60.39	334,800.00	532

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumptions based on input from Niemi Development Partners

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Assumptions based on input from Niemi Development Partners

Off-road Equipment - Typical trenching equipment

Trips and VMT - Assumptions provided by Niemi Development Partners

Grading -

Construction Off-road Equipment Mitigation - Tier 2 equipment.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	75.00	826.00
tblConstructionPhase	NumDays	1,110.00	849.00
tblConstructionPhase	PhaseEndDate	5/5/2021	2/22/2021
tblConstructionPhase	PhaseEndDate	6/7/2021	3/6/2018
tblConstructionPhase	PhaseStartDate	3/7/2018	12/23/2017
tblConstructionPhase	PhaseStartDate	2/23/2021	11/22/2017
tblGrading	MaterialExported	0.00	1,000.00
tblGrading	MaterialImported	0.00	30,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblTripsAndVMT	HaulingTripLength	20.00	5.00

tblTripsAndVMT	HaulingTripNumber	3,750.00	1,670.00
tblTripsAndVMT	WorkerTripNumber	8.00	15.00

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					
2017	21.9580	73.2256	50.4773	0.0751	18.2306	3.3729	20.9887	9.9741	3.1031	12.5115	0.0000	7,600.7830	7,600.7830	1.9487	0.0000	7,641.7062
2018	21.2421	36.7374	36.3077	0.0672	1.7260	2.1610	3.8870	0.4620	2.0302	2.4923	0.0000	6,168.1875	6,168.1875	1.0761	0.0000	6,190.7865
2019	19.9825	25.4086	27.4918	0.0545	1.6028	1.4572	3.0600	0.4294	1.3770	1.8063	0.0000	4,840.4158	4,840.4158	0.7051	0.0000	4,855.2221
2020	19.6698	23.0088	26.6500	0.0545	1.6029	1.2634	2.8663	0.4294	1.1939	1.6233	0.0000	4,735.8735	4,735.8735	0.6917	0.0000	4,750.4000
2021	19.3745	20.7387	25.8181	0.0545	1.6029	1.0855	2.6884	0.4294	1.0256	1.4550	0.0000	4,714.8046	4,714.8046	0.6804	0.0000	4,729.0929
Total	**102.2269**	**179.1191**	**166.7448**	**0.3057**	**24.7652**	**9.3400**	**33.4904**	**11.7242**	**8.7298**	**19.8884**	**0.0000**	**28,060.0644**	**28,060.0644**	**5.1021**	**0.0000**	**28,167.2077**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	19.2178	54.5801	41.6155	0.0751	8.2926	1.4340	9.2576	4.5120	1.4295	5.4766	0.0000	7,600.7830	7,600.7830	1.9487	0.0000	7,641.7061
2018	19.1173	38.5533	37.7854	0.0672	1.7260	1.3706	3.0967	0.4620	1.3669	1.8289	0.0000	6,168.1875	6,168.1875	1.0761	0.0000	6,190.7865
2019	18.5566	28.4222	28.1781	0.0545	1.6028	1.0400	2.6428	0.4294	1.0366	1.4660	0.0000	4,840.4158	4,840.4158	0.7051	0.0000	4,855.2221
2020	18.5084	28.0550	27.6581	0.0545	1.6029	1.0363	2.6392	0.4294	1.0332	1.4626	0.0000	4,735.8735	4,735.8735	0.6917	0.0000	4,750.4000
2021	18.4546	27.6856	27.1109	0.0545	1.6029	1.0332	2.6361	0.4294	1.0304	1.4597	0.0000	4,714.8046	4,714.8046	0.6804	0.0000	4,729.0929
Total	**93.8547**	**177.2961**	**162.3480**	**0.3057**	**14.8272**	**5.9141**	**20.2723**	**6.2621**	**5.8966**	**11.6938**	**0.0000**	**28,060.0644**	**28,060.0644**	**5.1021**	**0.0000**	**28,167.2076**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**8.19**	**1.02**	**2.64**	**0.00**	**40.13**	**36.68**	**39.47**	**46.59**	**32.46**	**41.20**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	457.6926	6.2982	570.7092	0.2148		76.9447	76.9447		76.9424	76.9424	8,053.8019	3,420.7272	11,474.5291	7.4741	0.6335	11,827.8672
Energy	0.2440	2.0853	0.8874	0.0133		0.1686	0.1686		0.1686	0.1686		2,662.0649	2,662.0649	0.0510	0.0488	2,678.2658
Mobile	8.4289	18.4094	81.4521	0.2493	15.9279	0.3200	16.2479	4.2555	0.2951	4.5506		19,182.9540	19,182.9540	0.5485		19,194.4717
Total	**466.3655**	**26.7928**	**653.0487**	**0.4775**	**15.9279**	**77.4333**	**93.3612**	**4.2555**	**77.4061**	**81.6616**	**8,053.8019**	**25,265.7461**	**33,319.5480**	**8.0736**	**0.6823**	**33,700.6047**

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	14.3847	0.2768	24.0050	1.2600e-003		0.4822	0.4822		0.4785	0.4785	0.0000	5,570.1390	5,570.1390	0.1477	0.1013	5,604.6525
Energy	0.1934	1.6530	0.7034	0.0106		0.1337	0.1337		0.1337	0.1337		2,110.2138	2,110.2138	0.0405	0.0387	2,123.0562
Mobile	8.3748	18.1084	80.2278	0.2445	15.6093	0.3141	15.9234	4.1704	0.2896	4.4600		18,810.2560	18,810.2560	0.5386		18,821.5657
Total	**22.9529**	**20.0382**	**104.9362**	**0.2563**	**15.6093**	**0.9299**	**16.5393**	**4.1704**	**0.9017**	**5.0722**	**0.0000**	**26,490.6088**	**26,490.6088**	**0.7267**	**0.1400**	**26,549.2743**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**95.08**	**25.21**	**83.93**	**46.32**	**2.00**	**98.80**	**82.28**	**2.00**	**98.84**	**93.79**	**100.00**	**-4.85**	**20.50**	**91.00**	**79.48**	**21.22**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2017	4/25/2017	5	40	
2	Grading	Grading	4/26/2017	9/26/2017	5	110	
3	Underground Utilities	Trenching	9/27/2017	11/21/2017	5	40	
4	Building Construction	Building Construction	11/22/2017	2/22/2021	5	849	
5	Paving	Paving	11/22/2017	3/6/2018	5	75	
6	Architectural Coating	Architectural Coating	12/23/2017	2/22/2021	5	826	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 0

Residential Indoor: 888,570; Residential Outdoor: 296,190; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Excavators	1	8.00	162	0.38
Underground Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	125.00	10.80	7.30	5.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,670.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground Utilities	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	142.00	31.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	3	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	28.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 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					18.0691	0.0000	18.0691	9.9311	0.0000	9.9311			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0691**	**2.7542**	**20.8233**	**9.9311**	**2.5339**	**12.4650**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0389	0.2356	0.4501	6.3000e-004	0.0137	2.9300e-003	0.0166	3.7500e-003	2.7000e-003	6.4500e-003		62.1608	62.1608	5.2000e-004		62.1718
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0606	0.0571	0.7394	1.8400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		145.2794	145.2794	5.9300e-003		145.4040
Total	**0.0994**	**0.2926**	**1.1895**	**2.4700e-003**	**0.1615**	**3.8800e-003**	**0.1654**	**0.0430**	**3.5700e-003**	**0.0465**		**207.4403**	**207.4403**	**6.4500e-003**		**207.5758**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.1311	0.0000	8.1311	4.4690	0.0000	4.4690			0.0000			0.0000
Off-Road	1.2300	34.4240	23.4003	0.0391		0.9611	0.9611		0.9611	0.9611	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**1.2300**	**34.4240**	**23.4003**	**0.0391**	**8.1311**	**0.9611**	**9.0922**	**4.4690**	**0.9611**	**5.4301**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0389	0.2356	0.4501	6.3000e-004	0.0137	2.9300e-003	0.0166	3.7500e-003	2.7000e-003	6.4500e-003		62.1608	62.1608	5.2000e-004		62.1718
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0606	0.0571	0.7394	1.8400e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		145.2794	145.2794	5.9300e-003		145.4040
Total	**0.0994**	**0.2926**	**1.1895**	**2.4700e-003**	**0.1615**	**3.8800e-003**	**0.1654**	**0.0430**	**3.5700e-003**	**0.0465**		**207.4403**	**207.4403**	**6.4500e-003**		**207.5758**

3.3 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					8.7042	0.0000	8.7042	3.6012	0.0000	3.6012			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
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.7042**	**3.3172**	**12.0214**	**3.6012**	**3.0518**	**6.6530**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3056	3.5702	2.8507	0.0114	0.2648	0.0547	0.3195	0.0725	0.0503	0.1228		1,125.9924	1,125.9924	7.7200e-003		1,126.1546
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0634	0.8215	2.0400e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		161.4216	161.4216	6.5900e-003		161.5600
Total	**0.3729**	**3.6336**	**3.6723**	**0.0134**	**0.4291**	**0.0557**	**0.4848**	**0.1161**	**0.0513**	**0.1674**		**1,287.4140**	**1,287.4140**	**0.0143**		**1,287.7146**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9169	0.0000	3.9169	1.6205	0.0000	1.6205			0.0000			0.0000
Off-Road	1.8922	50.9465	37.9432	0.0617		1.3783	1.3783		1.3783	1.3783	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**1.8922**	**50.9465**	**37.9432**	**0.0617**	**3.9169**	**1.3783**	**5.2951**	**1.6205**	**1.3783**	**2.9988**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3056	3.5702	2.8507	0.0114	0.2648	0.0547	0.3195	0.0725	0.0503	0.1228		1,125.9924	1,125.9924	7.7200e-003		1,126.1546
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0634	0.8215	2.0400e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		161.4216	161.4216	6.5900e-003		161.5600
Total	**0.3729**	**3.6336**	**3.6723**	**0.0134**	**0.4291**	**0.0557**	**0.4848**	**0.1161**	**0.0513**	**0.1674**		**1,287.4140**	**1,287.4140**	**0.0143**		**1,287.7146**

3.4 Underground Utilities - 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	0.6790	7.0607	5.8149	8.4000e-003		0.4266	0.4266		0.3924	0.3924		859.5267	859.5267	0.2634		865.0572
Total	**0.6790**	**7.0607**	**5.8149**	**8.4000e-003**		**0.4266**	**0.4266**		**0.3924**	**0.3924**		**859.5267**	**859.5267**	**0.2634**		**865.0572**

3.4 Underground Utilities - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0168	0.0159	0.2054	5.1000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3554	40.3554	1.6500e-003		40.3900
Total	**0.0168**	**0.0159**	**0.2054**	**5.1000e-004**	**0.0411**	**2.6000e-004**	**0.0413**	**0.0109**	**2.4000e-004**	**0.0111**		**40.3554**	**40.3554**	**1.6500e-003**		**40.3900**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3519	7.5342	6.3593	8.4000e-003		0.2605	0.2605		0.2605	0.2605	0.0000	859.5267	859.5267	0.2634		865.0572
Total	**0.3519**	**7.5342**	**6.3593**	**8.4000e-003**		**0.2605**	**0.2605**		**0.2605**	**0.2605**	**0.0000**	**859.5267**	**859.5267**	**0.2634**		**865.0572**

3.4 Underground Utilities - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0168	0.0159	0.2054	5.1000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3554	40.3554	1.6500e-003		40.3900
Total	**0.0168**	**0.0159**	**0.2054**	**5.1000e-004**	**0.0411**	**2.6000e-004**	**0.0413**	**0.0109**	**2.4000e-004**	**0.0111**		**40.3554**	**40.3554**	**1.6500e-003**		**40.3900**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	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
Total	**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**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3267	2.6002	3.1772	7.3900e-003	0.2063	0.0416	0.2479	0.0589	0.0382	0.0971		730.1182	730.1182	5.5100e-003		730.2339
Worker	0.4779	0.4502	5.8329	0.0145	1.1665	7.4800e-003	1.1740	0.3094	6.8800e-003	0.3163		1,146.0933	1,146.0933	0.0468		1,147.0763
Total	**0.8046**	**3.0503**	**9.0101**	**0.0219**	**1.3728**	**0.0490**	**1.4219**	**0.3683**	**0.0451**	**0.4134**		**1,876.2115**	**1,876.2115**	**0.0523**		**1,877.3102**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3267	2.6002	3.1772	7.3900e-003	0.2063	0.0416	0.2479	0.0589	0.0382	0.0971		730.1182	730.1182	5.5100e-003		730.2339
Worker	0.4779	0.4502	5.8329	0.0145	1.1665	7.4800e-003	1.1740	0.3094	6.8800e-003	0.3163		1,146.0933	1,146.0933	0.0468		1,147.0763
Total	**0.8046**	**3.0503**	**9.0101**	**0.0219**	**1.3728**	**0.0490**	**1.4219**	**0.3683**	**0.0451**	**0.4134**		**1,876.2115**	**1,876.2115**	**0.0523**		**1,877.3102**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

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

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2947	2.3639	2.8881	7.3700e-003	0.2063	0.0373	0.2436	0.0589	0.0343	0.0932		717.4042	717.4042	5.2900e-003		717.5154
Worker	0.4253	0.4034	5.2083	0.0145	1.1665	7.3400e-003	1.1738	0.3094	6.7800e-003	0.3162		1,102.8112	1,102.8112	0.0429		1,103.7124
Total	**0.7200**	**2.7672**	**8.0964**	**0.0219**	**1.3728**	**0.0446**	**1.4174**	**0.3683**	**0.0411**	**0.4094**		**1,820.2154**	**1,820.2154**	**0.0482**		**1,821.2278**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2947	2.3639	2.8881	7.3700e-003	0.2063	0.0373	0.2436	0.0589	0.0343	0.0932		717.4042	717.4042	5.2900e-003		717.5154
Worker	0.4253	0.4034	5.2083	0.0145	1.1665	7.3400e-003	1.1738	0.3094	6.7800e-003	0.3162		1,102.8112	1,102.8112	0.0429		1,103.7124
Total	**0.7200**	**2.7672**	**8.0964**	**0.0219**	**1.3728**	**0.0446**	**1.4174**	**0.3683**	**0.0411**	**0.4094**		**1,820.2154**	**1,820.2154**	**0.0482**		**1,821.2278**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

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

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2762	2.1655	2.7701	7.3700e-003	0.2063	0.0346	0.2409	0.0589	0.0318	0.0907		705.3316	705.3316	5.1500e-003		705.4397
Worker	0.3908	0.3698	4.8113	0.0145	1.1665	7.3300e-003	1.1738	0.3094	6.7900e-003	0.3162		1,063.2244	1,063.2244	0.0403		1,064.0705
Total	**0.6670**	**2.5353**	**7.5814**	**0.0219**	**1.3728**	**0.0419**	**1.4147**	**0.3683**	**0.0386**	**0.4069**		**1,768.5560**	**1,768.5560**	**0.0454**		**1,769.5103**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2762	2.1655	2.7701	7.3700e-003	0.2063	0.0346	0.2409	0.0589	0.0318	0.0907		705.3316	705.3316	5.1500e-003		705.4397
Worker	0.3908	0.3698	4.8113	0.0145	1.1665	7.3300e-003	1.1738	0.3094	6.7900e-003	0.3162		1,063.2244	1,063.2244	0.0403		1,064.0705
Total	**0.6670**	**2.5353**	**7.5814**	**0.0219**	**1.3728**	**0.0419**	**1.4147**	**0.3683**	**0.0386**	**0.4069**		**1,768.5560**	**1,768.5560**	**0.0454**		**1,769.5103**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

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

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2615	1.8316	2.6725	7.3600e-003	0.2064	0.0308	0.2372	0.0589	0.0284	0.0873		689.3666	689.3666	4.9600e-003		689.4708
Worker	0.3629	0.3420	4.4585	0.0145	1.1665	7.3500e-003	1.1738	0.3094	6.8100e-003	0.3162		1,021.2129	1,021.2129	0.0381		1,022.0120
Total	**0.6244**	**2.1736**	**7.1310**	**0.0219**	**1.3729**	**0.0382**	**1.4110**	**0.3684**	**0.0352**	**0.4035**		**1,710.5796**	**1,710.5796**	**0.0430**		**1,711.4828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2615	1.8316	2.6725	7.3600e-003	0.2064	0.0308	0.2372	0.0589	0.0284	0.0873		689.3666	689.3666	4.9600e-003		689.4708
Worker	0.3629	0.3420	4.4585	0.0145	1.1665	7.3500e-003	1.1738	0.3094	6.8100e-003	0.3162		1,021.2129	1,021.2129	0.0381		1,022.0120
Total	**0.6244**	**2.1736**	**7.1310**	**0.0219**	**1.3729**	**0.0382**	**1.4110**	**0.3684**	**0.0352**	**0.4035**		**1,710.5796**	**1,710.5796**	**0.0430**		**1,711.4828**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

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

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2310	1.4873	2.4291	7.3400e-003	0.2064	0.0277	0.2340	0.0590	0.0255	0.0844		688.1890	688.1890	4.9300e-003		688.2924
Worker	0.3434	0.3210	4.2047	0.0145	1.1665	7.4200e-003	1.1739	0.3094	6.8800e-003	0.3163		1,004.3458	1,004.3458	0.0364		1,005.1099
Total	**0.5744**	**1.8083**	**6.6338**	**0.0218**	**1.3729**	**0.0351**	**1.4080**	**0.3684**	**0.0323**	**0.4007**		**1,692.5348**	**1,692.5348**	**0.0413**		**1,693.4024**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.7817**	**2,542.7817**	**0.6126**		**2,555.6462**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2310	1.4873	2.4291	7.3400e-003	0.2064	0.0277	0.2340	0.0590	0.0255	0.0844		688.1890	688.1890	4.9300e-003		688.2924
Worker	0.3434	0.3210	4.2047	0.0145	1.1665	7.4200e-003	1.1739	0.3094	6.8800e-003	0.3163		1,004.3458	1,004.3458	0.0364		1,005.1099
Total	**0.5744**	**1.8083**	**6.6338**	**0.0218**	**1.3729**	**0.0351**	**1.4080**	**0.3684**	**0.0323**	**0.4007**		**1,692.5348**	**1,692.5348**	**0.0413**		**1,693.4024**

3.6 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	0.9537	10.1482	7.3635	0.0112		0.5692	0.5692		0.5237	0.5237		1,140.5294	1,140.5294	0.3495		1,147.8680
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9537**	**10.1482**	**7.3635**	**0.0112**		**0.5692**	**0.5692**		**0.5237**	**0.5237**		**1,140.5294**	**1,140.5294**	**0.3495**		**1,147.8680**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0505	0.0476	0.6162	1.5300e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		121.0662	121.0662	4.9400e-003		121.1700
Total	**0.0505**	**0.0476**	**0.6162**	**1.5300e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.3000e-004**	**0.0334**		**121.0662**	**121.0662**	**4.9400e-003**		**121.1700**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.4561	9.8499	8.4638	0.0112		0.3271	0.3271		0.3271	0.3271	0.0000	1,140.5294	1,140.5294	0.3495		1,147.8680
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4561**	**9.8499**	**8.4638**	**0.0112**		**0.3271**	**0.3271**		**0.3271**	**0.3271**	**0.0000**	**1,140.5294**	**1,140.5294**	**0.3495**		**1,147.8680**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0505	0.0476	0.6162	1.5300e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		121.0662	121.0662	4.9400e-003		121.1700
Total	**0.0505**	**0.0476**	**0.6162**	**1.5300e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.3000e-004**	**0.0334**		**121.0662**	**121.0662**	**4.9400e-003**		**121.1700**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8057	8.5814	7.2472	0.0112		0.4693	0.4693		0.4318	0.4318		1,122.6347	1,122.6347	0.3495		1,129.9741
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8057**	**8.5814**	**7.2472**	**0.0112**		**0.4693**	**0.4693**		**0.4318**	**0.4318**		**1,122.6347**	**1,122.6347**	**0.3495**		**1,129.9741**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0449	0.0426	0.5502	1.5300e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4941	116.4941	4.5300e-003		116.5893
Total	**0.0449**	**0.0426**	**0.5502**	**1.5300e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**116.4941**	**116.4941**	**4.5300e-003**		**116.5893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.4561	9.8499	8.4638	0.0112		0.3271	0.3271		0.3271	0.3271	0.0000	1,122.6347	1,122.6347	0.3495		1,129.9741
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4561**	**9.8499**	**8.4638**	**0.0112**		**0.3271**	**0.3271**		**0.3271**	**0.3271**	**0.0000**	**1,122.6347**	**1,122.6347**	**0.3495**		**1,129.9741**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0449	0.0426	0.5502	1.5300e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4941	116.4941	4.5300e-003		116.5893
Total	**0.0449**	**0.0426**	**0.5502**	**1.5300e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**116.4941**	**116.4941**	**4.5300e-003**		**116.5893**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**16.9527**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0942	0.0888	1.1502	2.8600e-003	0.2300	1.4700e-003	0.2315	0.0610	1.3600e-003	0.0624		225.9902	225.9902	9.2300e-003		226.1841
Total	**0.0942**	**0.0888**	**1.1502**	**2.8600e-003**	**0.2300**	**1.4700e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**225.9902**	**225.9902**	**9.2300e-003**		**226.1841**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0942	0.0888	1.1502	2.8600e-003	0.2300	1.4700e-003	0.2315	0.0610	1.3600e-003	0.0624		225.9902	225.9902	9.2300e-003		226.1841
Total	**0.0942**	**0.0888**	**1.1502**	**2.8600e-003**	**0.2300**	**1.4700e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**225.9902**	**225.9902**	**9.2300e-003**		**226.1841**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**16.9190**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0839	0.0795	1.0270	2.8600e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		217.4557	217.4557	8.4600e-003		217.6334
Total	**0.0839**	**0.0795**	**1.0270**	**2.8600e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**217.4557**	**217.4557**	**8.4600e-003**		**217.6334**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0839	0.0795	1.0270	2.8600e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		217.4557	217.4557	8.4600e-003		217.6334
Total	**0.0839**	**0.0795**	**1.0270**	**2.8600e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**217.4557**	**217.4557**	**8.4600e-003**		**217.6334**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**16.8868**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0771	0.0729	0.9487	2.8600e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		209.6499	209.6499	7.9400e-003		209.8167
Total	**0.0771**	**0.0729**	**0.9487**	**2.8600e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**209.6499**	**209.6499**	**7.9400e-003**		**209.8167**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0771	0.0729	0.9487	2.8600e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		209.6499	209.6499	7.9400e-003		209.8167
Total	**0.0771**	**0.0729**	**0.9487**	**2.8600e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**209.6499**	**209.6499**	**7.9400e-003**		**209.8167**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057
Total	**16.8625**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9057**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0716	0.0674	0.8791	2.8600e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		201.3659	201.3659	7.5000e-003		201.5235
Total	**0.0716**	**0.0674**	**0.8791**	**2.8600e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**201.3659**	**201.3659**	**7.5000e-003**		**201.5235**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0218		281.9057
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9057**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0716	0.0674	0.8791	2.8600e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		201.3659	201.3659	7.5000e-003		201.5235
Total	**0.0716**	**0.0674**	**0.8791**	**2.8600e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**201.3659**	**201.3659**	**7.5000e-003**		**201.5235**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
Total	**16.8393**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0677	0.0633	0.8291	2.8600e-003	0.2300	1.4600e-003	0.2315	0.0610	1.3600e-003	0.0624		198.0400	198.0400	7.1700e-003		198.1907
Total	**0.0677**	**0.0633**	**0.8291**	**2.8600e-003**	**0.2300**	**1.4600e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**198.0400**	**198.0400**	**7.1700e-003**		**198.1907**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.8537
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0677	0.0633	0.8291	2.8600e-003	0.2300	1.4600e-003	0.2315	0.0610	1.3600e-003	0.0624		198.0400	198.0400	7.1700e-003		198.1907
Total	**0.0677**	**0.0633**	**0.8291**	**2.8600e-003**	**0.2300**	**1.4600e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**198.0400**	**198.0400**	**7.1700e-003**		**198.1907**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.3748	18.1084	80.2278	0.2445	15.6093	0.3141	15.9234	4.1704	0.2896	4.4600		18,810.2560	18,810.2560	0.5386		18,821.5657
Unmitigated	8.4289	18.4094	81.4521	0.2493	15.9279	0.3200	16.2479	4.2555	0.2951	4.5506		19,182.9540	19,182.9540	0.5485		19,194.4717

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	685.36	744.64	631.28	1,965,371	1,926,063
Single Family Housing	1,780.02	1,874.88	1631.22	5,076,870	4,975,332
Total	2,465.38	2,619.52	2,262.50	7,042,241	6,901,396

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
Single Family Housing	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.436309	0.063866	0.189578	0.169594	0.063390	0.008585	0.013281	0.039875	0.001707	0.001073	0.008459	0.000523	0.003759

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

777

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1934	1.6530	0.7034	0.0106		0.1337	0.1337		0.1337	0.1337		2,110.2138	2,110.2138	0.0405	0.0387	2,123.0562
NaturalGas Unmitigated	0.2440	2.0853	0.8874	0.0133		0.1686	0.1686		0.1686	0.1686		2,662.0649	2,662.0649	0.0510	0.0488	2,678.2658

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	6243.36	0.0673	0.5754	0.2448	3.6700e-003		0.0465	0.0465		0.0465	0.0465		734.5132	734.5132	0.0141	0.0135	738.9833
Single Family Housing	16384.2	0.1767	1.5099	0.6425	9.6400e-003		0.1221	0.1221		0.1221	0.1221		1,927.5517	1,927.5517	0.0369	0.0353	1,939.2825
Total		**0.2440**	**2.0853**	**0.8874**	**0.0133**		**0.1686**	**0.1686**		**0.1686**	**0.1686**		**2,662.0649**	**2,662.0649**	**0.0510**	**0.0488**	**2,678.2658**

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	4.89273	0.0528	0.4509	0.1919	2.8800e-003		0.0365	0.0365		0.0365	0.0365		575.6153	575.6153	0.0110	0.0106	579.1184
Single Family Housing	13.0441	0.1407	1.2021	0.5115	7.6700e-003		0.0972	0.0972		0.0972	0.0972		1,534.5985	1,534.5985	0.0294	0.0281	1,543.9378
Total		**0.1934**	**1.6530**	**0.7034**	**0.0106**		**0.1337**	**0.1337**		**0.1337**	**0.1337**		**2,110.2138**	**2,110.2138**	**0.0404**	**0.0387**	**2,123.0562**

6.0 Area Detail

6.1 Mitigation Measures Area

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	14.3847	0.2768	24.0050	1.2600e-003		0.4822	0.4822		0.4785	0.4785	0.0000	5,570.1390	5,570.1390	0.1477	0.1013	5,604.6525
Unmitigated	457.6926	6.2982	570.7092	0.2148		76.9447	76.9447		76.9424	76.9424	8,053.8019	3,420.7272	11,474.5291	7.4741	0.6335	11,827.8672

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	3.7612					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.3903					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	443.8145	6.0214	546.7319	0.2136		76.8125	76.8125		76.8103	76.8103	8,053.8019	3,377.6471	11,431.4490	7.4323	0.6335	11,783.9104
Landscaping	0.7265	0.2768	23.9774	1.2600e-003		0.1322	0.1322		0.1322	0.1322		43.0802	43.0802	0.0418		43.9569
Total	**457.6926**	**6.2982**	**570.7092**	**0.2148**		**76.9447**	**76.9447**		**76.9424**	**76.9424**	**8,053.8019**	**3,420.7272**	**11,474.5291**	**7.4741**	**0.6335**	**11,827.8672**

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	3.7612					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.3903					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5067	2.0000e-005	0.0276	0.0000		0.3501	0.3501		0.3464	0.3464	0.0000	5,527.0588	5,527.0588	0.1059	0.1013	5,560.6956
Landscaping	0.7265	0.2768	23.9774	1.2600e-003		0.1322	0.1322		0.1322	0.1322		43.0802	43.0802	0.0418		43.9569
Total	**14.3847**	**0.2768**	**24.0050**	**1.2600e-003**		**0.4822**	**0.4822**		**0.4785**	**0.4785**	**0.0000**	**5,570.1390**	**5,570.1390**	**0.1477**	**0.1013**	**5,604.6525**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

NDP 01 - Meadowlands

Placer County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	104.00	Dwelling Unit	6.50	104,000.00	297
Single Family Housing	186.00	Dwelling Unit	60.39	334,800.00	532

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumptions based on input from Niemi Development Partners

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Assumptions based on input from Niemi Development Partners

Off-road Equipment - Typical trenching equipment

Trips and VMT - Assumptions provided by Niemi Development Partners

Grading -

Construction Off-road Equipment Mitigation - Tier 2 equipment.

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	75.00	826.00
tblConstructionPhase	NumDays	1,110.00	849.00
tblConstructionPhase	PhaseEndDate	5/5/2021	2/22/2021
tblConstructionPhase	PhaseEndDate	6/7/2021	3/6/2018
tblConstructionPhase	PhaseStartDate	3/7/2018	12/23/2017
tblConstructionPhase	PhaseStartDate	2/23/2021	11/22/2017
tblGrading	MaterialExported	0.00	1,000.00
tblGrading	MaterialImported	0.00	30,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblTripsAndVMT	HaulingTripLength	20.00	5.00

tblTripsAndVMT	HaulingTripNumber	3,750.00	1,670.00
tblTripsAndVMT	WorkerTripNumber	8.00	15.00

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					
2017	21.9687	73.4814	51.8504	0.0749	18.2306	3.3731	20.9888	9.9741	3.1032	12.5116	0.0000	7,579.0373	7,579.0373	1.9488	0.0000	7,619.9627
2018	21.2403	37.0105	37.6559	0.0649	1.7260	2.1614	3.8874	0.4620	2.0306	2.4926	0.0000	5,992.3699	5,992.3699	1.0763	0.0000	6,014.9721
2019	19.9824	25.6465	28.8383	0.0524	1.6028	1.4575	3.0604	0.4294	1.3773	1.8067	0.0000	4,683.9674	4,683.9674	0.7052	0.0000	4,698.7770
2020	19.6676	23.2164	27.9694	0.0524	1.6029	1.2637	2.8666	0.4294	1.1942	1.6236	0.0000	4,585.2939	4,585.2939	0.6919	0.0000	4,599.8238
2021	19.3619	20.9191	27.1400	0.0524	1.6029	1.0858	2.6887	0.4294	1.0259	1.4553	0.0000	4,566.4683	4,566.4683	0.6806	0.0000	4,580.7600
Total	**102.2209**	**180.2738**	**173.4540**	**0.2969**	**24.7652**	**9.3416**	**33.4918**	**11.7242**	**8.7313**	**19.8897**	**0.0000**	**27,407.1368**	**27,407.1368**	**5.1028**	**0.0000**	**27,514.2956**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	19.2285	54.8358	42.9885	0.0749	8.2926	1.4342	9.2576	4.5120	1.4297	5.4766	0.0000	7,579.0373	7,579.0373	1.9488	0.0000	7,619.9627
2018	19.1155	38.8264	39.1337	0.0649	1.7260	1.3710	3.0971	0.4620	1.3673	1.8293	0.0000	5,992.3699	5,992.3699	1.0763	0.0000	6,014.9721
2019	18.5565	28.6600	29.5246	0.0524	1.6028	1.0404	2.6432	0.4294	1.0370	1.4663	0.0000	4,683.9674	4,683.9674	0.7052	0.0000	4,698.7770
2020	18.5063	28.2625	28.9775	0.0524	1.6029	1.0366	2.6395	0.4294	1.0335	1.4629	0.0000	4,585.2939	4,585.2939	0.6919	0.0000	4,599.8238
2021	18.4420	27.8660	28.4328	0.0524	1.6029	1.0335	2.6364	0.4294	1.0306	1.4600	0.0000	4,566.4683	4,566.4683	0.6806	0.0000	4,580.7600
Total	**93.8487**	**178.4507**	**169.0571**	**0.2969**	**14.8272**	**5.9157**	**20.2738**	**6.2621**	**5.8980**	**11.6951**	**0.0000**	**27,407.1367**	**27,407.1367**	**5.1028**	**0.0000**	**27,514.2956**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**8.19**	**1.01**	**2.53**	**0.00**	**40.13**	**36.67**	**39.47**	**46.59**	**32.45**	**41.20**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	457.6926	6.2982	570.7092	0.2148		76.9447	76.9447		76.9424	76.9424	8,053.8019	3,420.7272	11,474.5291	7.4741	0.6335	11,827.8672
Energy	0.2440	2.0853	0.8874	0.0133		0.1686	0.1686		0.1686	0.1686		2,662.0649	2,662.0649	0.0510	0.0488	2,678.2658
Mobile	7.9628	20.6226	90.2357	0.2276	15.9279	0.3213	16.2492	4.2555	0.2962	4.5518		17,620.6094	17,620.6094	0.5494		17,632.1477
Total	**465.8994**	**29.0060**	**661.8323**	**0.4557**	**15.9279**	**77.4346**	**93.3625**	**4.2555**	**77.4073**	**81.6628**	**8,053.8019**	**23,703.4016**	**31,757.2035**	**8.0745**	**0.6823**	**32,138.2808**

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	14.3847	0.2768	24.0050	1.2600e-003		0.4822	0.4822		0.4785	0.4785	0.0000	5,570.1390	5,570.1390	0.1477	0.1013	5,604.6525
Energy	0.1934	1.6530	0.7034	0.0106		0.1337	0.1337		0.1337	0.1337		2,110.2138	2,110.2138	0.0405	0.0387	2,123.0562
Mobile	7.9103	20.2826	89.2064	0.2232	15.6093	0.3153	15.9247	4.1704	0.2907	4.4612		17,278.6713	17,278.6713	0.5395		17,290.0015
Total	**22.4883**	**22.2124**	**113.9148**	**0.2350**	**15.6093**	**0.9312**	**16.5406**	**4.1704**	**0.9029**	**5.0733**	**0.0000**	**24,959.0240**	**24,959.0240**	**0.7277**	**0.1400**	**25,017.7102**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**95.17**	**23.42**	**82.79**	**48.44**	**2.00**	**98.80**	**82.28**	**2.00**	**98.83**	**93.79**	**100.00**	**-5.30**	**21.41**	**90.99**	**79.48**	**22.16**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2017	4/25/2017	5	40	
2	Grading	Grading	4/26/2017	9/26/2017	5	110	
3	Underground Utilities	Trenching	9/27/2017	11/21/2017	5	40	
4	Building Construction	Building Construction	11/22/2017	2/22/2021	5	849	
5	Paving	Paving	11/22/2017	3/6/2018	5	75	
6	Architectural Coating	Architectural Coating	12/23/2017	2/22/2021	5	826	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 0

Residential Indoor: 888,570; Residential Outdoor: 296,190; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Excavators	1	8.00	162	0.38
Underground Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	125.00	10.80	7.30	5.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,670.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground Utilities	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	142.00	31.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	3	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	28.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 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					18.0691	0.0000	18.0691	9.9311	0.0000	9.9311			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0691**	**2.7542**	**20.8233**	**9.9311**	**2.5339**	**12.4650**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0509	0.2501	0.7486	6.3000e-004	0.0137	2.9700e-003	0.0166	3.7500e-003	2.7300e-003	6.4800e-003		61.6174	61.6174	5.4000e-004		61.6289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0712	0.6754	1.6200e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		128.0841	128.0841	5.9300e-003		128.2087
Total	**0.1045**	**0.3212**	**1.4240**	**2.2500e-003**	**0.1615**	**3.9200e-003**	**0.1655**	**0.0430**	**3.6000e-003**	**0.0466**		**189.7016**	**189.7016**	**6.4700e-003**		**189.8376**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.1311	0.0000	8.1311	4.4690	0.0000	4.4690			0.0000			0.0000
Off-Road	1.2300	34.4240	23.4003	0.0391		0.9611	0.9611		0.9611	0.9611	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**1.2300**	**34.4240**	**23.4003**	**0.0391**	**8.1311**	**0.9611**	**9.0922**	**4.4690**	**0.9611**	**5.4301**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0509	0.2501	0.7486	6.3000e-004	0.0137	2.9700e-003	0.0166	3.7500e-003	2.7300e-003	6.4800e-003		61.6174	61.6174	5.4000e-004		61.6289
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0712	0.6754	1.6200e-003	0.1479	9.5000e-004	0.1488	0.0392	8.7000e-004	0.0401		128.0841	128.0841	5.9300e-003		128.2087
Total	**0.1045**	**0.3212**	**1.4240**	**2.2500e-003**	**0.1615**	**3.9200e-003**	**0.1655**	**0.0430**	**3.6000e-003**	**0.0466**		**189.7016**	**189.7016**	**6.4700e-003**		**189.8376**

3.3 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					8.7042	0.0000	8.7042	3.6012	0.0000	3.6012			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
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.7042**	**3.3172**	**12.0214**	**3.6012**	**3.0518**	**6.6530**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3641	3.8103	4.2949	0.0113	0.2648	0.0548	0.3196	0.0725	0.0504	0.1230		1,123.3526	1,123.3526	7.8300e-003		1,123.5171
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0595	0.0791	0.7505	1.8000e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		142.3157	142.3157	6.5900e-003		142.4541
Total	**0.4236**	**3.8894**	**5.0453**	**0.0131**	**0.4291**	**0.0559**	**0.4850**	**0.1161**	**0.0514**	**0.1675**		**1,265.6683**	**1,265.6683**	**0.0144**		**1,265.9712**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9169	0.0000	3.9169	1.6205	0.0000	1.6205			0.0000			0.0000
Off-Road	1.8922	50.9465	37.9432	0.0617		1.3783	1.3783		1.3783	1.3783	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**1.8922**	**50.9465**	**37.9432**	**0.0617**	**3.9169**	**1.3783**	**5.2951**	**1.6205**	**1.3783**	**2.9988**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3641	3.8103	4.2949	0.0113	0.2648	0.0548	0.3196	0.0725	0.0504	0.1230		1,123.3526	1,123.3526	7.8300e-003		1,123.5171
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0595	0.0791	0.7505	1.8000e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		142.3157	142.3157	6.5900e-003		142.4541
Total	**0.4236**	**3.8894**	**5.0453**	**0.0131**	**0.4291**	**0.0559**	**0.4850**	**0.1161**	**0.0514**	**0.1675**		**1,265.6683**	**1,265.6683**	**0.0144**		**1,265.9712**

3.4 Underground Utilities - 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	0.6790	7.0607	5.8149	8.4000e-003		0.4266	0.4266		0.3924	0.3924		859.5267	859.5267	0.2634		865.0572
Total	**0.6790**	**7.0607**	**5.8149**	**8.4000e-003**		**0.4266**	**0.4266**		**0.3924**	**0.3924**		**859.5267**	**859.5267**	**0.2634**		**865.0572**

3.4 Underground Utilities - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0149	0.0198	0.1876	4.5000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		35.5789	35.5789	1.6500e-003		35.6135
Total	**0.0149**	**0.0198**	**0.1876**	**4.5000e-004**	**0.0411**	**2.6000e-004**	**0.0413**	**0.0109**	**2.4000e-004**	**0.0111**		**35.5789**	**35.5789**	**1.6500e-003**		**35.6135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3519	7.5342	6.3593	8.4000e-003		0.2605	0.2605		0.2605	0.2605	0.0000	859.5267	859.5267	0.2634		865.0572
Total	**0.3519**	**7.5342**	**6.3593**	**8.4000e-003**		**0.2605**	**0.2605**		**0.2605**	**0.2605**	**0.0000**	**859.5267**	**859.5267**	**0.2634**		**865.0572**

3.4 Underground Utilities - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0149	0.0198	0.1876	4.5000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		35.5789	35.5789	1.6500e-003		35.6135
Total	**0.0149**	**0.0198**	**0.1876**	**4.5000e-004**	**0.0411**	**2.6000e-004**	**0.0413**	**0.0109**	**2.4000e-004**	**0.0111**		**35.5789**	**35.5789**	**1.6500e-003**		**35.6135**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	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
Total	**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**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4098	2.7613	5.1978	7.3700e-003	0.2063	0.0421	0.2484	0.0589	0.0387	0.0976		724.5542	724.5542	5.6700e-003		724.6732
Worker	0.4223	0.5614	5.3284	0.0128	1.1665	7.4800e-003	1.1740	0.3094	6.8800e-003	0.3163		1,010.4415	1,010.4415	0.0468		1,011.4244
Total	**0.8321**	**3.3227**	**10.5262**	**0.0202**	**1.3728**	**0.0496**	**1.4224**	**0.3683**	**0.0456**	**0.4139**		**1,734.9957**	**1,734.9957**	**0.0525**		**1,736.0976**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4098	2.7613	5.1978	7.3700e-003	0.2063	0.0421	0.2484	0.0589	0.0387	0.0976		724.5542	724.5542	5.6700e-003		724.6732
Worker	0.4223	0.5614	5.3284	0.0128	1.1665	7.4800e-003	1.1740	0.3094	6.8800e-003	0.3163		1,010.4415	1,010.4415	0.0468		1,011.4244
Total	**0.8321**	**3.3227**	**10.5262**	**0.0202**	**1.3728**	**0.0496**	**1.4224**	**0.3683**	**0.0456**	**0.4139**		**1,734.9957**	**1,734.9957**	**0.0525**		**1,736.0976**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

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

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3644	2.5080	4.9087	7.3500e-003	0.2063	0.0377	0.2440	0.0589	0.0347	0.0936		711.9196	711.9196	5.4500e-003		712.0340
Worker	0.3704	0.5024	4.6922	0.0128	1.1665	7.3400e-003	1.1738	0.3094	6.7800e-003	0.3162		972.0692	972.0692	0.0429		972.9704
Total	**0.7348**	**3.0104**	**9.6010**	**0.0201**	**1.3728**	**0.0450**	**1.4178**	**0.3683**	**0.0415**	**0.4098**		**1,683.9887**	**1,683.9887**	**0.0484**		**1,685.0043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3644	2.5080	4.9087	7.3500e-003	0.2063	0.0377	0.2440	0.0589	0.0347	0.0936		711.9196	711.9196	5.4500e-003		712.0340
Worker	0.3704	0.5024	4.6922	0.0128	1.1665	7.3400e-003	1.1738	0.3094	6.7800e-003	0.3162		972.0692	972.0692	0.0429		972.9704
Total	**0.7348**	**3.0104**	**9.6010**	**0.0201**	**1.3728**	**0.0450**	**1.4178**	**0.3683**	**0.0415**	**0.4098**		**1,683.9887**	**1,683.9887**	**0.0484**		**1,685.0043**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

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

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3400	2.2953	4.7483	7.3400e-003	0.2063	0.0350	0.2413	0.0589	0.0322	0.0911		699.9277	699.9277	5.3000e-003		700.0391
Worker	0.3375	0.4601	4.2837	0.0128	1.1665	7.3300e-003	1.1738	0.3094	6.7900e-003	0.3162		937.0579	937.0579	0.0403		937.9040
Total	**0.6775**	**2.7554**	**9.0319**	**0.0201**	**1.3728**	**0.0423**	**1.4151**	**0.3683**	**0.0389**	**0.4073**		**1,636.9856**	**1,636.9856**	**0.0456**		**1,637.9430**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3400	2.2953	4.7483	7.3400e-003	0.2063	0.0350	0.2413	0.0589	0.0322	0.0911		699.9277	699.9277	5.3000e-003		700.0391
Worker	0.3375	0.4601	4.2837	0.0128	1.1665	7.3300e-003	1.1738	0.3094	6.7900e-003	0.3162		937.0579	937.0579	0.0403		937.9040
Total	**0.6775**	**2.7554**	**9.0319**	**0.0201**	**1.3728**	**0.0423**	**1.4151**	**0.3683**	**0.0389**	**0.4073**		**1,636.9856**	**1,636.9856**	**0.0456**		**1,637.9430**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

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

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3207	1.9401	4.6184	7.3300e-003	0.2064	0.0312	0.2375	0.0589	0.0287	0.0876		684.0646	684.0646	5.1200e-003		684.1721
Worker	0.3117	0.4248	3.9351	0.0128	1.1665	7.3500e-003	1.1738	0.3094	6.8100e-003	0.3162		899.8635	899.8635	0.0381		900.6626
Total	**0.6324**	**2.3648**	**8.5536**	**0.0201**	**1.3729**	**0.0385**	**1.4114**	**0.3684**	**0.0355**	**0.4038**		**1,583.9281**	**1,583.9281**	**0.0432**		**1,584.8347**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3207	1.9401	4.6184	7.3300e-003	0.2064	0.0312	0.2375	0.0589	0.0287	0.0876		684.0646	684.0646	5.1200e-003		684.1721
Worker	0.3117	0.4248	3.9351	0.0128	1.1665	7.3500e-003	1.1738	0.3094	6.8100e-003	0.3162		899.8635	899.8635	0.0381		900.6626
Total	**0.6324**	**2.3648**	**8.5536**	**0.0201**	**1.3729**	**0.0385**	**1.4114**	**0.3684**	**0.0355**	**0.4038**		**1,583.9281**	**1,583.9281**	**0.0432**		**1,584.8347**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

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

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2769	1.5752	4.3676	7.3100e-003	0.2064	0.0279	0.2343	0.0590	0.0257	0.0847		682.8838	682.8838	5.0900e-003		682.9907
Worker	0.2945	0.3983	3.6897	0.0128	1.1665	7.4200e-003	1.1739	0.3094	6.8800e-003	0.3163		884.8727	884.8727	0.0364		885.6368
Total	**0.5714**	**1.9735**	**8.0573**	**0.0201**	**1.3729**	**0.0354**	**1.4082**	**0.3684**	**0.0326**	**0.4010**		**1,567.7565**	**1,567.7565**	**0.0415**		**1,568.6276**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.0782	23.4615	17.8156	0.0268		0.9016	0.9016		0.9016	0.9016	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462
Total	**1.0782**	**23.4615**	**17.8156**	**0.0268**		**0.9016**	**0.9016**		**0.9016**	**0.9016**	**0.0000**	**2,542.7817**	**2,542.7817**	**0.6126**		**2,555.6462**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2769	1.5752	4.3676	7.3100e-003	0.2064	0.0279	0.2343	0.0590	0.0257	0.0847		682.8838	682.8838	5.0900e-003		682.9907
Worker	0.2945	0.3983	3.6897	0.0128	1.1665	7.4200e-003	1.1739	0.3094	6.8800e-003	0.3163		884.8727	884.8727	0.0364		885.6368
Total	**0.5714**	**1.9735**	**8.0573**	**0.0201**	**1.3729**	**0.0354**	**1.4082**	**0.3684**	**0.0326**	**0.4010**		**1,567.7565**	**1,567.7565**	**0.0415**		**1,568.6276**

3.6 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	0.9537	10.1482	7.3635	0.0112		0.5692	0.5692		0.5237	0.5237		1,140.5294	1,140.5294	0.3495		1,147.8680
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9537**	**10.1482**	**7.3635**	**0.0112**		**0.5692**	**0.5692**		**0.5237**	**0.5237**		**1,140.5294**	**1,140.5294**	**0.3495**		**1,147.8680**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0446	0.0593	0.5629	1.3500e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		106.7368	106.7368	4.9400e-003		106.8406
Total	**0.0446**	**0.0593**	**0.5629**	**1.3500e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.3000e-004**	**0.0334**		**106.7368**	**106.7368**	**4.9400e-003**		**106.8406**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.4561	9.8499	8.4638	0.0112		0.3271	0.3271		0.3271	0.3271	0.0000	1,140.5294	1,140.5294	0.3495		1,147.8680
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4561**	**9.8499**	**8.4638**	**0.0112**		**0.3271**	**0.3271**		**0.3271**	**0.3271**	**0.0000**	**1,140.5294**	**1,140.5294**	**0.3495**		**1,147.8680**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0446	0.0593	0.5629	1.3500e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		106.7368	106.7368	4.9400e-003		106.8406
Total	**0.0446**	**0.0593**	**0.5629**	**1.3500e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.3000e-004**	**0.0334**		**106.7368**	**106.7368**	**4.9400e-003**		**106.8406**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8057	8.5814	7.2472	0.0112		0.4693	0.4693		0.4318	0.4318		1,122.6347	1,122.6347	0.3495		1,129.9741
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8057**	**8.5814**	**7.2472**	**0.0112**		**0.4693**	**0.4693**		**0.4318**	**0.4318**		**1,122.6347**	**1,122.6347**	**0.3495**		**1,129.9741**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0391	0.0531	0.4957	1.3500e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		102.6834	102.6834	4.5300e-003		102.7786
Total	**0.0391**	**0.0531**	**0.4957**	**1.3500e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**102.6834**	**102.6834**	**4.5300e-003**		**102.7786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.4561	9.8499	8.4638	0.0112		0.3271	0.3271		0.3271	0.3271	0.0000	1,122.6347	1,122.6347	0.3495		1,129.9741
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4561**	**9.8499**	**8.4638**	**0.0112**		**0.3271**	**0.3271**		**0.3271**	**0.3271**	**0.0000**	**1,122.6347**	**1,122.6347**	**0.3495**		**1,129.9741**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0391	0.0531	0.4957	1.3500e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		102.6834	102.6834	4.5300e-003		102.7786
Total	**0.0391**	**0.0531**	**0.4957**	**1.3500e-003**	**0.1232**	**7.8000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**102.6834**	**102.6834**	**4.5300e-003**		**102.7786**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**16.9527**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0833	0.1107	1.0507	2.5200e-003	0.2300	1.4700e-003	0.2315	0.0610	1.3600e-003	0.0624		199.2420	199.2420	9.2300e-003		199.4358
Total	**0.0833**	**0.1107**	**1.0507**	**2.5200e-003**	**0.2300**	**1.4700e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**199.2420**	**199.2420**	**9.2300e-003**		**199.4358**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0833	0.1107	1.0507	2.5200e-003	0.2300	1.4700e-003	0.2315	0.0610	1.3600e-003	0.0624		199.2420	199.2420	9.2300e-003		199.4358
Total	**0.0833**	**0.1107**	**1.0507**	**2.5200e-003**	**0.2300**	**1.4700e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**199.2420**	**199.2420**	**9.2300e-003**		**199.4358**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**16.9190**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0730	0.0991	0.9252	2.5200e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		191.6756	191.6756	8.4600e-003		191.8533
Total	**0.0730**	**0.0991**	**0.9252**	**2.5200e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**191.6756**	**191.6756**	**8.4600e-003**		**191.8533**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0730	0.0991	0.9252	2.5200e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		191.6756	191.6756	8.4600e-003		191.8533
Total	**0.0730**	**0.0991**	**0.9252**	**2.5200e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**191.6756**	**191.6756**	**8.4600e-003**		**191.8533**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**16.8868**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0907	0.8447	2.5200e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		184.7720	184.7720	7.9400e-003		184.9388
Total	**0.0665**	**0.0907**	**0.8447**	**2.5200e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**184.7720**	**184.7720**	**7.9400e-003**		**184.9388**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0907	0.8447	2.5200e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		184.7720	184.7720	7.9400e-003		184.9388
Total	**0.0665**	**0.0907**	**0.8447**	**2.5200e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**184.7720**	**184.7720**	**7.9400e-003**		**184.9388**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057
Total	**16.8625**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9057**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0838	0.7759	2.5200e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		177.4379	177.4379	7.5000e-003		177.5954
Total	**0.0615**	**0.0838**	**0.7759**	**2.5200e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**177.4379**	**177.4379**	**7.5000e-003**		**177.5954**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0218		281.9057
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9057**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0838	0.7759	2.5200e-003	0.2300	1.4500e-003	0.2315	0.0610	1.3400e-003	0.0624		177.4379	177.4379	7.5000e-003		177.5954
Total	**0.0615**	**0.0838**	**0.7759**	**2.5200e-003**	**0.2300**	**1.4500e-003**	**0.2315**	**0.0610**	**1.3400e-003**	**0.0624**		**177.4379**	**177.4379**	**7.5000e-003**		**177.5954**

3.7 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	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
Total	**16.8393**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0581	0.0785	0.7276	2.5100e-003	0.2300	1.4600e-003	0.2315	0.0610	1.3600e-003	0.0624		174.4820	174.4820	7.1700e-003		174.6326
Total	**0.0581**	**0.0785**	**0.7276**	**2.5100e-003**	**0.2300**	**1.4600e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**174.4820**	**174.4820**	**7.1700e-003**		**174.6326**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	16.6204					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.8537
Total	**16.7343**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.8537**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0581	0.0785	0.7276	2.5100e-003	0.2300	1.4600e-003	0.2315	0.0610	1.3600e-003	0.0624		174.4820	174.4820	7.1700e-003		174.6326
Total	**0.0581**	**0.0785**	**0.7276**	**2.5100e-003**	**0.2300**	**1.4600e-003**	**0.2315**	**0.0610**	**1.3600e-003**	**0.0624**		**174.4820**	**174.4820**	**7.1700e-003**		**174.6326**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.9103	20.2826	89.2064	0.2232	15.6093	0.3153	15.9247	4.1704	0.2907	4.4612		17,278.6713	17,278.6713	0.5395		17,290.0015
Unmitigated	7.9628	20.6226	90.2357	0.2276	15.9279	0.3213	16.2492	4.2555	0.2962	4.5518		17,620.6094	17,620.6094	0.5494		17,632.1477

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	685.36	744.64	631.28	1,965,371	1,926,063
Single Family Housing	1,780.02	1,874.88	1631.22	5,076,870	4,975,332
Total	2,465.38	2,619.52	2,262.50	7,042,241	6,901,396

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3
Single Family Housing	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.436309	0.063866	0.189578	0.169594	0.063390	0.008585	0.013281	0.039875	0.001707	0.001073	0.008459	0.000523	0.003759

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

822

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1934	1.6530	0.7034	0.0106		0.1337	0.1337		0.1337	0.1337		2,110.2138	2,110.2138	0.0405	0.0387	2,123.0562
NaturalGas Unmitigated	0.2440	2.0853	0.8874	0.0133		0.1686	0.1686		0.1686	0.1686		2,662.0649	2,662.0649	0.0510	0.0488	2,678.2658

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	6243.36	0.0673	0.5754	0.2448	3.6700e-003		0.0465	0.0465		0.0465	0.0465		734.5132	734.5132	0.0141	0.0135	738.9833
Single Family Housing	16384.2	0.1767	1.5099	0.6425	9.6400e-003		0.1221	0.1221		0.1221	0.1221		1,927.5517	1,927.5517	0.0369	0.0353	1,939.2825
Total		**0.2440**	**2.0853**	**0.8874**	**0.0133**		**0.1686**	**0.1686**		**0.1686**	**0.1686**		**2,662.0649**	**2,662.0649**	**0.0510**	**0.0488**	**2,678.2658**

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					
Single Family Housing	13.0441	0.1407	1.2021	0.5115	7.6700e-003		0.0972	0.0972		0.0972	0.0972		1,534.5985	1,534.5985	0.0294	0.0281	1,543.9378
Condo/Townhouse	4.89273	0.0528	0.4509	0.1919	2.8800e-003		0.0365	0.0365		0.0365	0.0365		575.6153	575.6153	0.0110	0.0106	579.1184
Total		**0.1934**	**1.6530**	**0.7034**	**0.0106**		**0.1337**	**0.1337**		**0.1337**	**0.1337**		**2,110.2138**	**2,110.2138**	**0.0404**	**0.0387**	**2,123.0562**

6.0 Area Detail

6.1 Mitigation Measures Area

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	14.3847	0.2768	24.0050	1.2600e-003		0.4822	0.4822		0.4785	0.4785	0.0000	5,570.1390	5,570.1390	0.1477	0.1013	5,604.6525
Unmitigated	457.6926	6.2982	570.7092	0.2148		76.9447	76.9447		76.9424	76.9424	8,053.8019	3,420.7272	11,474.5291	7.4741	0.6335	11,827.8672

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	3.7612					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.3903					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	443.8145	6.0214	546.7319	0.2136		76.8125	76.8125		76.8103	76.8103	8,053.8019	3,377.6471	11,431.4490	7.4323	0.6335	11,783.9104
Landscaping	0.7265	0.2768	23.9774	1.2600e-003		0.1322	0.1322		0.1322	0.1322		43.0802	43.0802	0.0418		43.9569
Total	**457.6926**	**6.2982**	**570.7092**	**0.2148**		**76.9447**	**76.9447**		**76.9424**	**76.9424**	**8,053.8019**	**3,420.7272**	**11,474.5291**	**7.4741**	**0.6335**	**11,827.8672**

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	3.7612					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.3903					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5067	2.0000e-005	0.0276	0.0000		0.3501	0.3501		0.3464	0.3464	0.0000	5,527.0588	5,527.0588	0.1059	0.1013	5,560.6956
Landscaping	0.7265	0.2768	23.9774	1.2600e-003		0.1322	0.1322		0.1322	0.1322		43.0802	43.0802	0.0418		43.9569
Total	**14.3847**	**0.2768**	**24.0050**	**1.2600e-003**		**0.4822**	**0.4822**		**0.4785**	**0.4785**	**0.0000**	**5,570.1390**	**5,570.1390**	**0.1477**	**0.1013**	**5,604.6525**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

Appendix C

Special Status Species Lists

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Camp Far West (3912113) OR Gold Hill (3812182) OR Lincoln (3812183) OR Pleasant Grove (3812174) OR Rocklin (3812172) OR Roseville (3812173) OR Sheridan (3812184) OR Wheatland (3912114) OR Wolf (3912112))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	None	G2G3	S1S2	SSC
Alkali Meadow Alkali Meadow	CTT45310CA	None	None	G3	S2.1	
Alkali Seep Alkali Seep	CTT45320CA	None	None	G3	S2.1	
Ammodramus savannarum grasshopper sparrow	ABPBXA0020	None	None	G5	S3	SSC
Andrena subapasta an andrenid bee	IIHYM35210	None	None	G1G2	S1S2	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Balsamorhiza macrolepis big-scale balsamroot	PDAST11061	None	None	G2	S2	1B.2
Branchinecta conservatio Conservancy fairy shrimp	ICBRA03010	Endangered	None	G2	S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
Chloropyron molle ssp. hispidum hispid salty bird's-beak	PDSCR0J0D1	None	None	G2T2	S2	1B.1
Circus cyaneus northern harrier	ABNKC11010	None	None	G5	S3	SSC
Clarkia biloba ssp. brandegeeae Brandegee's clarkia	PDONA05053	None	None	G4G5T4	S4	4.2
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	Candidate Threatened	G3G4	S2	SSC
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC

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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Gratiola heterosepala Boggs Lake hedge-hyssop	PDSCR0R060	None	Endangered	G2	S2	1B.2
Hydrochara ricksecker Ricksecker's water scavenger beetle	IICOL5V010	None	None	G2?	S2?	
Juncus leiospermus var. ahartii Ahart's dwarf rush	PMJUN011L1	None	None	G2T1	S1	1B.2
Juncus leiospermus var. leiospermus Red Bluff dwarf rush	PMJUN011L2	None	None	G2T2	S2	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Melospiza melodia song sparrow ("Modesto" population)	ABPBXA3010	None	None	G5	S3?	SSC
Navarretia myersii ssp. myersii pincushion navarretia	PDPLM0C0X1	None	None	G2T2	S2	1B.1
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Northern Volcanic Mud Flow Vernal Pool Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	
Oncorhynchus mykiss irideus steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Pandion haliaetus osprey	ABNKC01010	None	None	G5	S4	WL
Progne subis purple martin	ABPAU01010	None	None	G5	S3	SSC
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Setophaga petechia yellow warbler	ABPBX03010	None	None	G5	S3S4	SSC
Spea hammondii western spadefoot	AAABF02020	None	None	G3	S3	SSC
Wolffia brasiliensis Brazilian watermeal	PMLEM03020	None	None	G5	S1	2B.3

Record Count: 38

Plant List

15 matches found. *Click on scientific name for details*

Search Criteria

Found in 9 Quads around 38121H3

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Azolla microphylla	Mexican mosquito fern	Azollaceae	annual / perennial herb	4.2	S4	G5
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	1B.2	S2	G2
Chloropyron molle ssp. hispidum	hispid bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	1B.1	S2	G2T2
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	Onagraceae	annual herb	4.2	S4	G4G5T4
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	2B.2	S2	GU
Fritillaria agrestis	stinkbells	Liliaceae	perennial bulbiferous herb	4.2	S3	G3
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	1B.2	S2	G2
Juncus leiospermus var. ahartii	Ahart's dwarf rush	Juncaceae	annual herb	1B.2	S1	G2T1
Juncus leiospermus var. leiospermus	Red Bluff dwarf rush	Juncaceae	annual herb	1B.1	S2	G2T2
Lathyrus sulphureus var. argillaceus	dubious pea	Fabaceae	perennial herb	3	S1S2	G5T1T2
Legenere limosa	legenere	Campanulaceae	annual herb	1B.1	S2	G2
Lilium humboldtii ssp. humboldtii	Humboldt lily	Liliaceae	perennial bulbiferous herb	4.2	S3	G4T3
Navarretia myersii ssp. myersii	pincushion navarretia	Polemoniaceae	annual herb	1B.1	S2	G2T2
Navarretia nigelliformis ssp. nigelliformis	adobe navarretia	Polemoniaceae	annual herb	4.2	S3	G4T3
Wolffia brasiliensis	Brazilian watermeal	Araceae	perennial herb	2B.3	S1	G5

Suggested Citation

CNPS, Rare Plant Program. 2016. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 27 July 2016].

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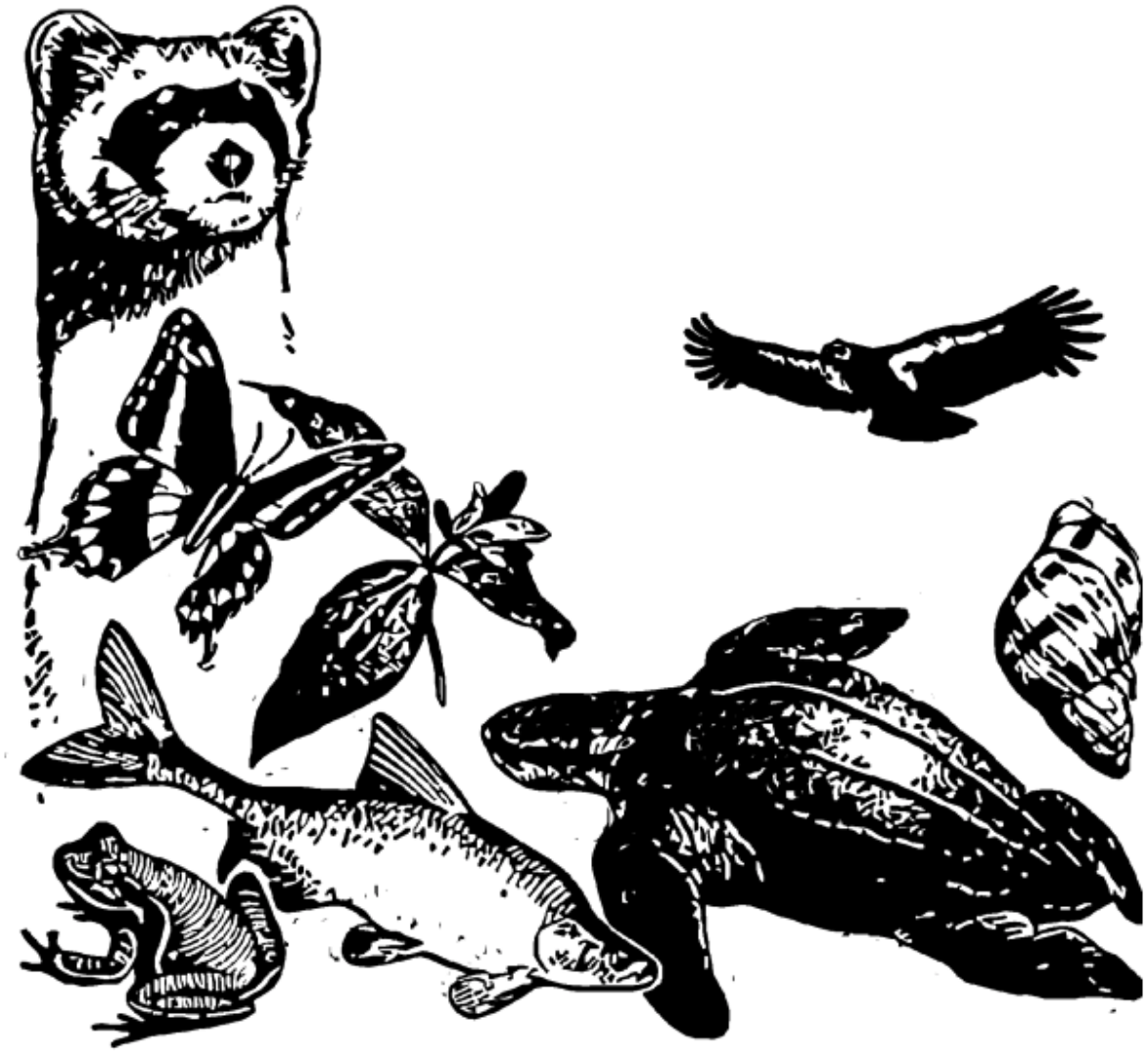
U.S. Fish & Wildlife Service

Meadowlands Subdivision

IPaC Trust Resources Report

Generated July 27, 2016 09:51 AM MDT, IPaC v3.0.8

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (https://ecos.fws.gov/ipac/): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

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U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

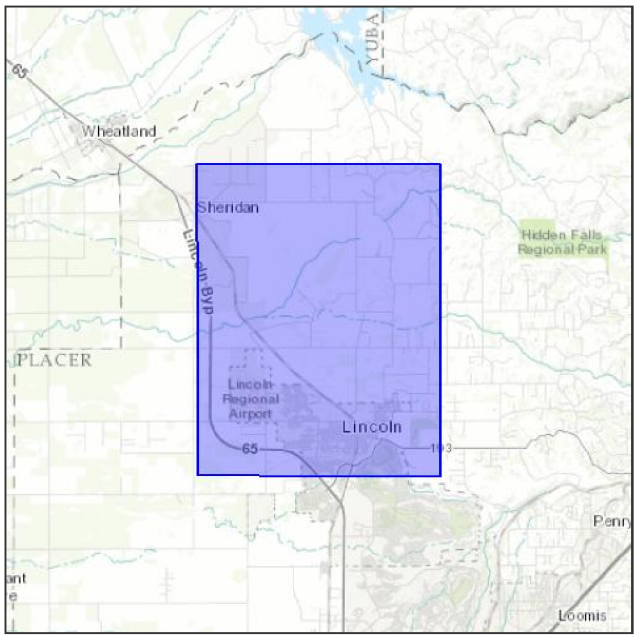
Meadowlands Subdivision

LOCATION

Placer County, California

IPAC LINK

https://ecos.fws.gov/ipac/project/I7V2C-IUAZB-EENAE-EGAVN-B7K2DM



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Amphibians

California Red-legged Frog Rana draytonii — Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D02D

Crustaceans

Conservancy Fairy Shrimp Branchinecta conservatio — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03D

Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03G

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K048

Fishes

Delta Smelt Hypomesus transpacificus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070

Steelhead Oncorhynchus (=Salmo) mykiss — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E08D

Insects

Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=I01L

Reptiles

Giant Garter Snake Thamnophis gigas — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C057

Critical Habitats

This location overlaps all or part of the critical habitat for the following species:

Steelhead Oncorhynchus (=Salmo) mykiss

Final designated critical habitat
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E08D#crithab

Vernal Pool Fairy Shrimp Branchinecta lynchi

Final designated critical habitat
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03G#crithab

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

---

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
  http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data
  http://www.birdscanada.org/birdmon/default/datasummaries.jsp

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Black Rail Laterallus jamaicensis — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09A

Burrowing Owl Athene cunicularia — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC

California Spotted Owl Strix occidentalis occidentalis — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B08L

Calliope Hummingbird Stellula calliope — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0K3

Flammulated Owl Otus flammeolus — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0DK

Fox Sparrow Passerella iliaca — Bird of conservation concern
Season: Year-round

Green-tailed Towhee Pipilo chlorurus — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0IO

Lewis's Woodpecker Melanerpes lewis — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ

Loggerhead Shrike Lanius ludovicianus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY

Long-billed Curlew Numenius americanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S

Mountain Plover Charadrius montanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078

Nuttall's Woodpecker Picoides nuttallii — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HT

Oak Titmouse Baeolophus inornatus — Bird of conservation concern
Season: Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MJ

Olive-sided Flycatcher Contopus cooperi — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0AN

Peregrine Falcon Falco peregrinus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU

Short-eared Owl Asio flammeus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD

Snowy Plover Charadrius alexandrinus — Bird of conservation concern

Season: Breeding

Swainson's Hawk Buteo swainsoni — Bird of conservation concern

Season: Breeding

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B070

Tricolored Blackbird Agelaius tricolor — Bird of conservation concern

Season: Year-round

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06P

Western Grebe aechmophorus occidentalis — Bird of conservation concern

Season: Wintering

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA

Williamson's Sapsucker Sphyrapicus thyroideus — Bird of conservation concern

Season: Year-round

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FX

Yellow-billed Magpie Pica nuttalli — Bird of conservation concern

Season: Year-round

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0N8

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

This location overlaps all or part of the following wetlands:

The area of this project is too large for IPaC to load all NWI wetlands in the area. The list below may be incomplete. Please contact the local U.S. Fish & Wildlife Service office or visit the NWI map for a full list.

Freshwater Emergent Wetland

PEM1A

PEM1Ah

PEM1Ax

843

PEM1C
PEM1Ch
PEM1F
PEM1Fh

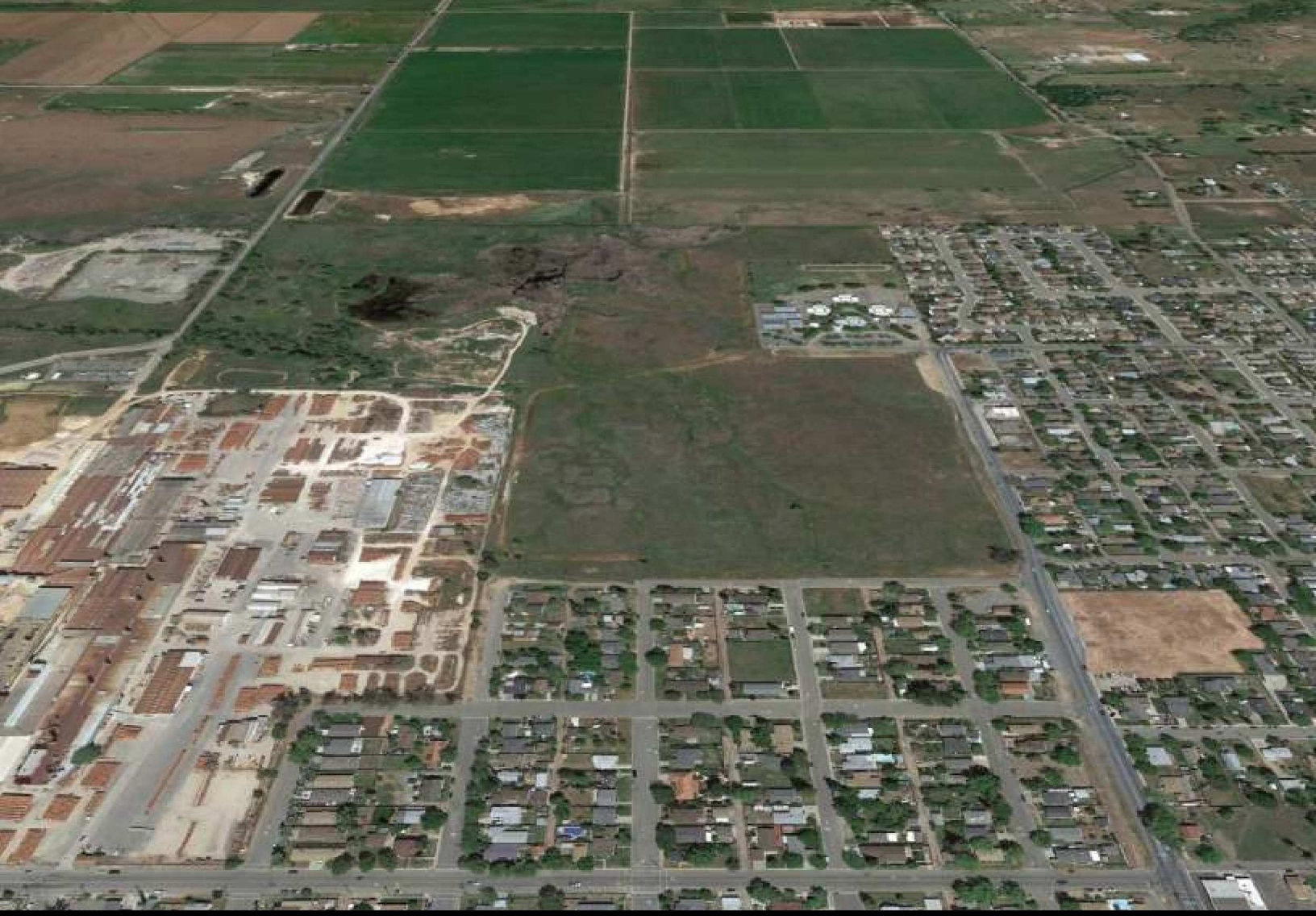
Freshwater Pond

PABFh
PABFx

A full description for each wetland code can be found at the National Wetlands Inventory website: http://107.20.228.18/decoders/wetlands.aspx

Appendix D

Traffic Impact Analysis



December 7, 2015

Lincoln Meadowlands Traffic Impact Analysis

Prepared By

DKS

City of Lincoln

848

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Existing and Cumulative Plus Project Intersection Impacts *28*
Transit, NEV, Bicycle, and Pedestrian Impacts *28*

This study analyzes the potential transportation and circulation impacts resulting from the implementation of the updated Meadowlands Subdivision Map. Impacts on roadway, transit, bicycle, and pedestrian systems are analyzed under existing and cumulative conditions. This document represents an addendum to the adopted EIR for the proposed project and re-evaluates project impacts under the following scenarios:

- Existing Conditions
- Existing Plus Buildout of Project
- Cumulative Without Project
- Cumulative Plus Buildout of Project

The impacts are analyzed within the City of Lincoln and other Placer County

This section uses information and data collected from numerous sources, including the following:

- Meadowlands DEIR
- City of Lincoln 2050 General Plan
- Placer County General Plan

This study is based on previous analysis contained in the following documents:

- *Meadowlands Subdivision Project – Draft Environmental Impact Report* (SCH No. 2006032003)
    - City of Lincoln, February 2011
- *Meadowlands Subdivision Project – Final Environmental Impact Report* (SCH No. 2006032003)
    - City of Lincoln, March 2012

ENVIRONMENTAL SETTING

This section describes the existing transportation network in the vicinity of the project site including the roadway, transit, pedestrian, and bicycle systems. The environmental setting represents approximate 2014-2015 conditions, corresponding to the timeframe in which the amended project map and description was provided. Intersection peak hour turning movement counts were conducted at study locations in September 2015.

Roadway System

Figure 1 illustrates the existing roadway system in the project vicinity. Key roadways are described below.

State Route 65:

SR 65 is a California state highway that begins in Roseville (at Interstate 80) and continues through the City of Lincoln to Sheridan, Wheatland, and Yuba City to the north. SR 65 used to travel directly through downtown Lincoln as F Street but has recently been rebuilt as the Lincoln Bypass. SR 65 is a four lane freeway with interchanges at Ferrari Ranch Road, Lincoln Boulevard, and Twelve Bridges Drive in the City of Lincoln, Sunset Boulevard in the City of Rocklin, and three additional interchanges in the City of Roseville (Blue Oaks Boulevard, Pleasant Grove Boulevard, and Galleria Boulevard/ Stanford Ranch Road).

State Route 193 (McBean Park Drive):

SR 193 (McBean Park Drive) is an east-west State highway that connects I-80 in Newcastle with SR 65 in Lincoln. SR 193 is a two-lane conventional highway within the City of Lincoln with signalized intersections at SR 65 (G Street), East Avenue, and Ferrari Ranch Road. The road is also known as McBean Park Drive west of East Avenue.

East Avenue:

East Avenue is a north-south minor arterial from SR 193 to 12th Street in the eastern portion of the City of Lincoln. East Avenue is a two-lane local roadway within the City of Lincoln with a signalized intersection at SR 193 (McBean Park Drive).

12th Street/ Virginiatown Road:

12th Street and Virginiatown Road are two-lane streets that run east-west on the east side of Lincoln that transition at McCourtney Road. They combine to provide a continuous roadway to access the northeastern neighborhoods of Lincoln and direct traffic from unincorporated Placer County to SR 193 and Lincoln Boulevard.

7th Street:

Seventh Street is a two-lane street that runs east-west through downtown Lincoln. As the northern-most street in downtown, it connects northeast Lincoln to SR 65.

Lincoln Boulevard:

Lincoln Boulevard (formerly F Street and SR 65) is a two lane roadway through downtown Lincoln and serves as the "main street" of downtown Lincoln. North of downtown Lincoln, it continues as a rural highway toward Sheridan and Wheatland. South of downtown Lincoln, it is a 4 lane arterial providing access to the recently realigned SR 65. It becomes Industrial Boulevard south of its interchange with SR 65.

The project site is located at the northeast corner of the downtown grid. The project site is currently undeveloped and is generally flat. For the purposes of this traffic analysis, the study area is identified on **Figure 1**.

Traffic Volumes

A study area was selected for analysis, given the project's size, traffic generation characteristics, and existing/projected traffic conditions in the area. **Figure 1** shows the locations of existing study area intersections. The study intersections that were selected for analysis are listed below:

1. East Avenue & 12th Street
2. East Avenue & 10th Street
3. East Avenue & 9th Street
4. East Avenue & 7th Street
5. East Avenue & SR 193/ McBean Park Drive
6. McCourtney Road & Wise Road (Placer Co)
7. McCourtney Road & 12th Street/ Virginiatown Road
8. Lincoln Boulevard & 7th Street
9. Lincoln Boulevard & SR 193/ McBean Park Drive

Figure 1: Study Area Roadways

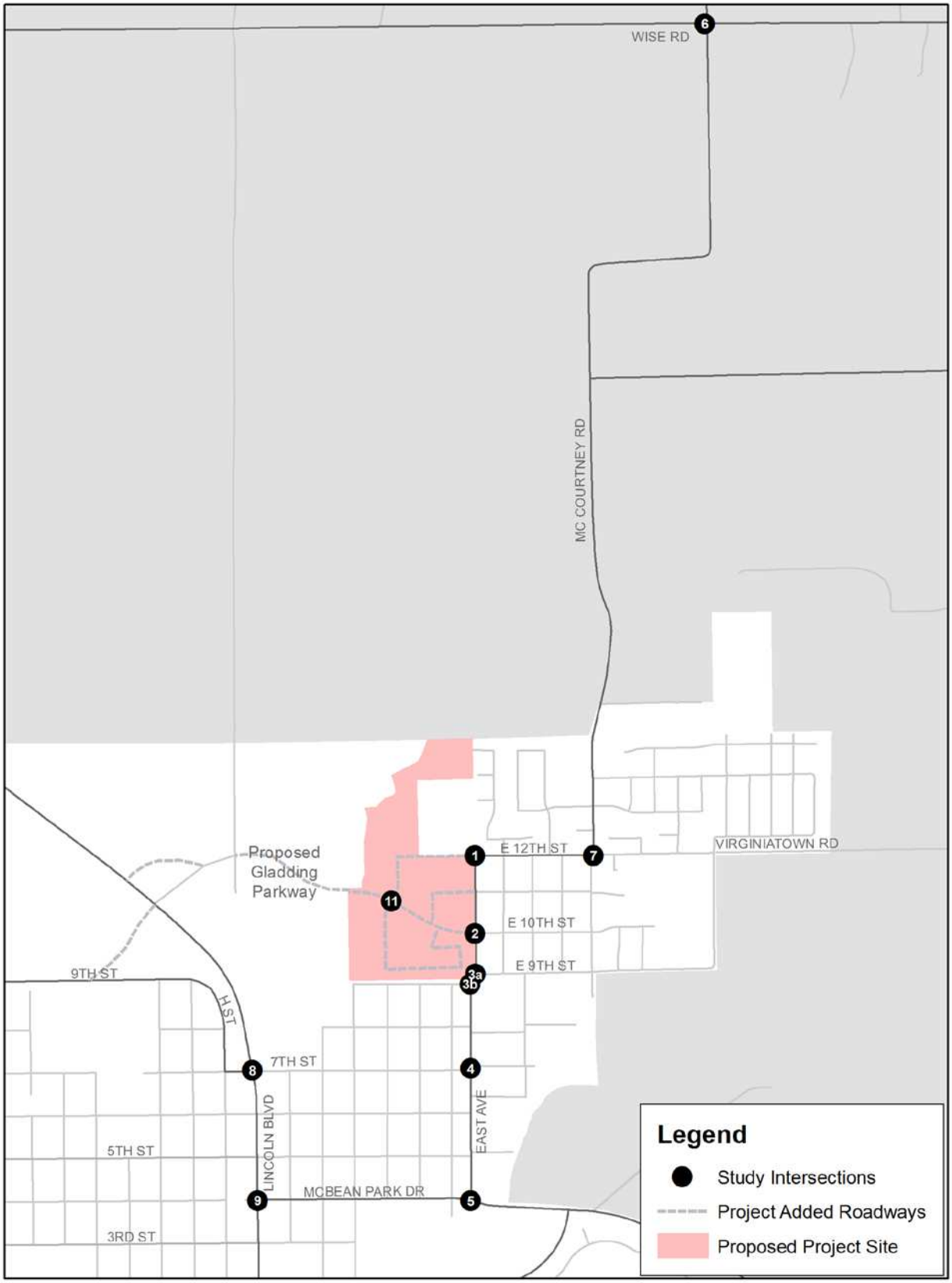

Figure 2: Existing Intersection Peak Hour Traffic Volumes and Intersection Geometrics

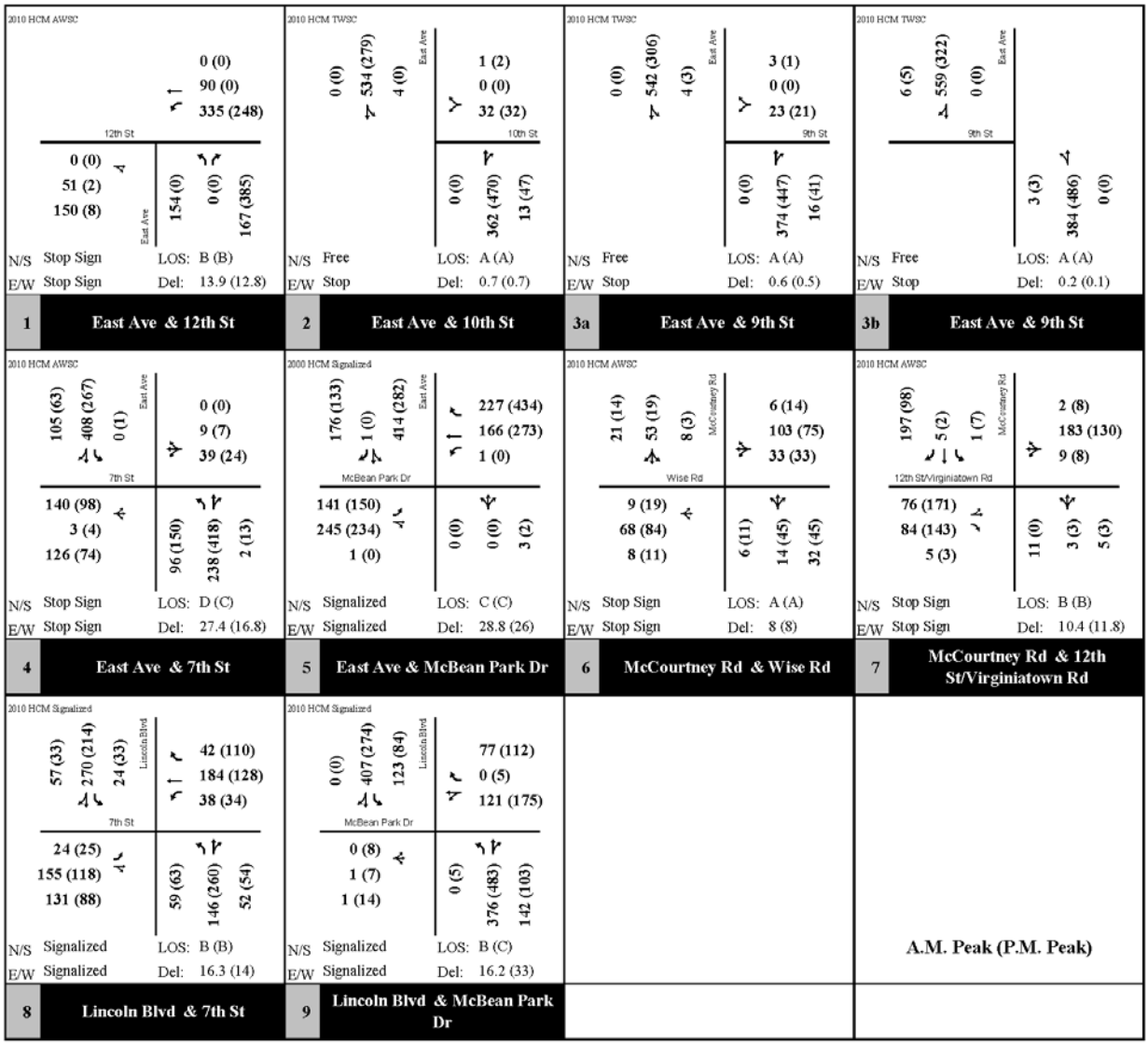

Figure 2 displays the existing a.m. and p.m. peak hour traffic volumes at study intersections. The a.m. peak hour is defined as the consecutive 60-minute period within the peak period (7-9 p.m.) that has the highest traffic volume. The p.m. peak hour is defined as the consecutive 60-minute period within the peak period (4-6 p.m.) that has the highest traffic volume.

Intersection Operations

Operations at intersections are typically described in terms of level of service (LOS). LOS is a qualitative measure of operations with LOS A representing free-flow conditions and LOS F representing gridlock conditions. While previous analyses within the City of Lincoln such as the Lincoln 2050 General Plan Update have utilized the Circular 212 (Transportation Research Board, 1980) this analysis is based on the more up to date Highway Capacity Manual (HCM) 2010 operations methodology in order to be consistent with the analysis concurrently being completed for the adjacent Village 5 project.

Table 1 shows the v/c ratio and average delay ranges associated with each LOS category for signalized and unsignalized intersections.

TABLE 1

LEVEL OF SERVICE DEFINITIONS AT STUDY INTERSECTIONS

Level of Service (LOS)	Description	Signalized Intersections Avg. Delay	Unsignalized Intersections
A	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication.	≤ 10.0 sec/ veh	≤ 10.0 sec/ veh
B	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.	10.1 to 20.0 sec/ veh	10.1 to 15.0 sec/ veh
C	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.	20.1 to 35.0 sec/ veh	15.1 to 25.0 sec/ veh
D	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.	35.1 to 55.0 sec/ veh	25.1 to 35.0 sec/ veh
E	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.	55.1 to 80.0 sec/ veh	35.1 to 50.0 sec/ veh
F	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.	>80.0 sec/ veh	>50.0 sec/ veh

SOURCE: Transportation Research Board, 2010

Figure 2 shows the existing lane geometries, traffic control devices, volumes, and LOS at all existing study intersections, as well as results of the existing LOS analysis at all existing intersections. **Table 2** shows the existing a.m. and p.m. peak hour level of service (LOS) at all study intersections. The table shows that all study intersections currently operate at acceptable levels of service during the a.m. and p.m. peak hours, with the exception of the intersection of Nicolaus Road and Nelson Lane/ Aviation Boulevard, which operates at LOS D during the p.m. peak hour. It should be noted that the intersection of Lincoln Boulevard and First

Street operates at LOS D during the a.m. peak hour, but this intersection (along with other intersections along Lincoln Boulevard) is excluded from the City's LOS C policy.

TABLE 2

PEAK HOUR INTERSECTION LEVELS OF SERVICE
EXISTING CONDITIONS

Intersection		Control	Jurisdiction/ LOS Standard	AM Peak Hour		PM Peak Hour	
				Int LOS	Avg Delay	Int LOS	Avg Delay
1	East Avenue & 12th Street	All Way Stop	Lincoln C	B	13.9	**B**	**12.8**
2	East Avenue & 10th Street	Two-Way Stop	Lincoln C	A	0.7	A	0.7
3a	East Avenue & 9th Street (e)	Two-Way Stop	Lincoln C	A	0.6	A	0.5
3b	East Avenue & 9th Street (w)	All Way Stop	Lincoln C	A	0.2	A	0.1
4	East Avenue & 7th St	All Way Stop	Lincoln C	**D**	**27.4**	C	16.8
5	East Avenue & McBean Park Drive	Signal	Lincoln C	C	28.8	C	26.0
6	McCourtney Road & Wise Road	All Way Stop	Placer County C	A	8.0	A	8.0
7	McCourtney Road & 12th Street/ Virginiatown Road	All Way Stop	Lincoln C	B	10.4	B	11.8
8	Lincoln Boulevard & 7th Street	Signal	Lincoln D	B	16.3	B	14.0
9	Lincoln Boulevard & McBean Park Drive	Signal	Lincoln D	B	16.2	C	33.0

Note: **Bold** Intersections do not meet current LOS Policy.

Transit System

Lincoln Transit has consolidated its routes and partnered with Placer County Transit. Lincoln's previous two routes have been replaced with one central route, called the Lincoln Circulator. This route operates hourly between 6:40 A.M. and 6:35 P.M. during weekdays and 8:20 A.M. and 4:15 P.M. on Saturdays. The closest stop to the proposed project is located on East Avenue between 6th Street and 7th Street, approximately two and a half blocks away. An additional route called the Lincoln School Tripper Route has recently begun service as well. This route operates once in the morning and once in the afternoon on weekdays and is open to the public. The route's closest stops to the proposed project are at 12th Street and East Street and at 7th Street and F Street..

Placer County Transit also operates the Lincoln-Rocklin-Sierra College bus route on weekdays and Saturdays. The route begins in downtown Lincoln, makes a stop at the Thunder Valley Casino on Athens Avenue, and

continues through Roseville and Rocklin before reaching its destination at Sierra College. Headways are one hour.

Dial-a-ride service is also provided Monday through Friday from 8:00 a.m. to 5:00 p.m.

Bicycle and Pedestrian Network

Bicycle facilities are grouped into the following three classifications:

- Class I (Multi-Use Paths) are paved trails that are separated from roadways and allow for shared use by both cyclists and pedestrians;
- Class II (On-Street Bike Lanes) are designated for use by bicycles using striping, pavement legends, and signs;
- Class III (On-Street Bike Routes) are designated by signage for shared bicycle use with vehicles but do not necessarily include any additional pavement width.

Bicycle and pedestrian facilities are located in selected locations within the study area. A Class I (off-street) bike path exists along the west side of East Avenue starting at Carlin C. Coppin Elementary School at 12th Street and terminating at McBean Park Drive. According to the City of Lincoln Bikeway Master Plan (October 2001), there are no Class II (striped on-street) bike lanes in the immediate vicinity of the proposed project. A Class II bike lane exists on D Street south of SR 193 and on First Street.

REGULATORY SETTING

Federal

There are no federal policies relating to transportation that are directly applicable to the project, however, federal regulations relating to the Americans with Disabilities Act (ADA), Title VI, and Environmental Justice relate to transit service.

State

Policies of the California Department of Transportation (Caltrans) are applicable to the project, and to the extent relevant, are incorporated into the standards of significance to be used to evaluate the significance of project impacts.

State Route 65 Corridor System Management Plan

In June 2009, Caltrans approved a Corridor System Management Plan (CSMP) for State Route 65 from Interstate 80 in Roseville to State Route 70 in Yuba County, south of Marysville. The CSMP replaces the previous Transportation Concept Report (TCR) and is a long-range comprehensive transportation planning document for SR 65 that includes system management strategies and performance evaluation measures to track the effectiveness of strategies and projects.

The CSMP documents the current LOS on SR 65 and the future LOS when considering feasible long-term projects. The CSMP also identifies a concept LOS, or the minimum level or quality of operations acceptable, for SR 65 within the 20-year planning period. A deficiency or need for improvement is triggered when the actual LOS falls below the concept LOS. Within the study area, the SR 65 CSMP identifies the 20-year concept LOS as:

- LOS E from Blue Oaks Boulevard to Gladding Road
- LOS D from Gladding Road to Riosa Road
- LOS E from Riosa Road to the Yuba County Line

At the time of the preparation of the SR 65 CSMP, the SR 65 Lincoln Bypass through the study area was not yet open to traffic. The SR 65 Lincoln Bypass opened to traffic in 2012, and SR 65 no longer travels through Downtown Lincoln. The segment from Gladding Road to Riosa Road now exists as part of the Lincoln Bypass, roughly corresponding with Wise Road to Riosa Road. Therefore, this study applies the Concept LOS D identified for Gladding Road to Riosa Road in the CSMP to the Wise Road to Riosa Road segment of SR 65 (a.k.a. the Lincoln Bypass). Since SR 65 is a Caltrans facility, this study applies the CSMP concept LOS to study highway and freeway segments, ramps, and intersections along SR 65. At ramp terminal intersections within at City of Lincoln roadways applies the City of Lincoln's LOS policy for Caltrans facilities, as described in the Local regulatory setting section.

Local

City of Lincoln General Plan Policies

The traffic impact analysis and the proposed mitigation measures presented in this study are developed in the context of policies T-2.2, T-2.3, T-2.4, T-2.5, T-2.9, T-2.19, and T-2.20 of the City of Lincoln General Plan, last updated in March, 2008. The proposed project's circulation plan identifies the locations of collector and arterial roadways that would be constructed in the proposed project. It is assumed that all roadways consist of at least two lanes, consistent with policy T-2.14.

Policy T-2.3 establishes the City of Lincoln's level of service C policy for signalized intersections during the p.m. peak hour. Since the City does not have any similar level of service policy for unsignalized intersections or other time periods (i.e., a.m. peak hour), this study applies this LOS C standard to all City of Lincoln intersections during both the a.m. and p.m. peak hour, consistent with previous traffic analyses prepared for the City of Lincoln. Policy T-2.3 also states that intersections along Lincoln Boulevard between First Street and Seventh Street are excluded from the LOS C standard.

The City of Lincoln General Plan policy T-2.4 also states that the City shall coordinate with Caltrans to strive to maintain a minimum of LOS D conditions for SR 65. This policy is applied to Caltrans ramp intersections where they intersect City of Lincoln roadways; however, Caltrans CSMP concept LOS is applied to the SR 65 freeway and highway segments within the City of Lincoln since they are under Caltrans jurisdiction and control.

City of Lincoln Public Facilities Impact Fee Program

The City of Lincoln has adopted a Public Facilities Impact Fee Program (PFFP) which was established to provide a nexus between the projected new development in the City and the new capital facilities required to serve new development through build-out of the City General Plan. The program serves as a basis for requiring development impact fees in accordance with the provisions of Government Code Section 66000 et seq. The City of Lincoln being a full service city has established the PFFP to address the capital facilities required in a wide range of service areas, wastewater, drainage, water, reclaimed water, transportation, police, fire, library, administration, solid waste as well as parks and recreational facilities. As part of the program the City maintains a master list of capital improvements in each category that are needed to service new development. The cost of improvements are funded by the collection of fees from new development based upon an equivalent dwelling units basis which represents each projects share in the capital facilities needed to serve development. In some instances projects may be required to build one of the improvements from the Master Improvement List in which case they are able to receive credits against the fee they would have otherwise been required to pay. The City's Public Facilities Element (PFE) contains the list of specific projects to be paid for by the fee program.

METHODS OF ANALYSIS

Transportation system impacts are based on the Placer County Travel Demand Model, which was originally developed by DKS Associates in 1993 and has been updated and revalidated several times. The most recent update of the model took place in 2008.

The model translates land uses into roadway volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and a detailed description of the roadway system. The model covers the portions of Placer County west of Colfax, as well as the entire Sacramento region, including Sacramento, Yolo and south Sutter counties. For areas outside Placer County, the model uses the trip generation estimates from the regional model maintained by the Sacramento Area Council of Governments (SACOG). The Placer County model also maintains a general consistency with the trip distribution and mode choice estimates from SACOG's regional model for the entire region.

To evaluate buildout of the proposed project, an intersection level of service analysis was performed for a.m. and p.m. peak hour traffic conditions. This analysis addressed the major intersections in the study area. The City of Lincoln and other jurisdictions in Placer County typically assess traffic impacts based on p.m. peak hour conditions as the p.m. peak hour is typically the worst one-hour period during a day. Caltrans bases freeway impact analysis on both a.m. and p.m. peak hour freeway operations.

For the purposes of determining impacts associated with the proposed project, the following scenarios have been analyzed:

- Existing Conditions (2015)
  - Without Project
  - With Project
- Cumulative Conditions
  - Without Project
  - With Project

This section begins with a discussion of the expected traffic generation of the proposed project followed by an assessment of the likely routes to be taken by project trips. Traffic conditions are then evaluated for "existing plus project" conditions. This subsection also includes an analysis of the project's effects on cumulative conditions in Lincoln, Placer County, and on State facilities.

The specific methods and assumptions used in the analysis are described below.

PROJECT TRAFFIC CHARACTERISTICS

Project Land Use and Access Assumptions

The proposed project is assumed to consist of the following land uses for analysis purposes:

- Approximately 59 acres of residential
  - 187 single-family low to medium density detached dwelling units
  - 108 multi-family attached dwelling units
- Approximately 7 acres of park open space

The proposed project is generally bounded by the current Lincoln city limit to the north, Coppin School and East Avenue to the east, D Street to the west, and 9th Street to the south. The project boundaries are shown in **Figure 1**. The proposed project would primarily access other portions of the City of Lincoln via East Avenue, 12th Street, and the future Gladding Parkway providing future access between East Avenue and Lincoln Boulevard.

Project Trip Generation

Trip generation for the proposed project has been calculated based on the trip generation rates included in the Placer County travel demand model. Model trip rates are based on ITE rates, but have been adjusted during the model validation and calibration process. **Table 3** shows the estimated trip generation for buildout of the proposed project. The table shows that the proposed project would generate approximately 2,500 daily trip ends. It should be noted that these numbers represent one trip end for each direction of a two-way trip.

TABLE 3
PROPOSED LAND USE AND TRIP GENERATION
LINCOLN MEADOWLANDS

Land Use	Proposed Units	Trip Rates			Trips		
		Daily	A.M. Peak Hour	P.M. Peak Hour	Daily	A.M. Peak Hour	P.M. Peak Hour
Current Subdivision Map							
Los Density Residential	183	9.57	0.75	1.01	1,742	137	183
High Density Residential	104	6.65	0.51	0.62	692	53	64
Total	287				2,434	190	247
Previously Approved Subdivision Map (DEIR February 2011, FEIR March 2012)							
Los Density Residential	*183*	*9.57*	*0.75*	*1.01*	*2,000*	*157*	*211*
High Density Residential	*104*	*6.65*	*0.51*	*0.62*	*692*	*53*	*64*
Total	*313*				*2,692*	*210*	*276*
Change	-26				-258	-20	-29

Note:
Source: DKS Associates, 2015.

Project Trip Distribution

Trip distribution of the proposed project has been estimated by running a "select zone" analysis for each scenario that includes the proposed project. Select zone analysis isolates all trips entering or exiting the selected set of traffic analysis zones and traces those trips on the travel demand model roadway network. The select zone analysis shows that project trips would be distributed approximately as follows:

Direction	Existing	Cumulative
• McCourtney Road north	1.4/	5.7/
• Virginiatown Road east	2.6/	3.2/
• East Avenue south	33.3/	29.5/
o *To Ferrari Ranch Road south*	*24.6/*	*28.1/*
o *To SR 193 east*	*9.1/*	*6.9/*
• Lincoln Boulevard south	21.8/	8.9/
• 7th Street west	19.8/	1/
• Gladding Parkway west	n/a	39.7/

This shows that project related traffic is quite different between existing plus project and cumulative plus project based on roadway connections and land use assumptions assumed under cumulative conditions. The addition of the new Gladding Parkway connection to Lincoln Boulevard north of downtown Lincoln, along with all of the assumed development in Villages 1, 2 and 3, would cause dramatic changes in project trip distribution.

Standards of Significance

Transportation and circulation impacts were evaluated within a study area that represents a likely traffic shed for the proposed project. This study area includes the western portion of downtown Lincoln, roughly bounded by Nelson Lane to the west, Nicolaus Road to the north, Lincoln Boulevard to the east, and the SR 65 Bypass to the south. Since it is anticipated that a large percentage of project trips would utilize SR 65 toward Rocklin and Roseville, it has been included in the study area, from Nelson Lane to Twelve Bridges Drive.

The significance criteria for this analysis were developed from criteria presented in Appendix G of the CEQA Guidelines and based on the professional judgment of the City of Lincoln and its consultants. The proposed project would result in a significant impact based on the following criteria.

Intersections

Impacts to traffic conditions at intersections are considered significant if the proposed project would:

- Cause an intersection operating at an acceptable LOS (without the project) to operate at an unacceptable LOS (with the project);
- Increase the average vehicle delay for a City of Lincoln or County of Placer study intersection by five seconds or more that is already (or projected to be) operating at an unacceptable LOS (without project);
- Increase the average vehicle delay for a Caltrans study intersection by one second or more that is already (or projected to be) operating at an unacceptable LOS (without project).

For City of Lincoln intersections, LOS A-C is considered acceptable, while LOS D-F is considered unacceptable per Lincoln General Plan policy T-2.3. This policy also states that intersections along Lincoln Boulevard between First Street and Seventh Street are excluded from the LOS C standard.

As stated previously, this study applies this policy to all intersections during both the a.m. and p.m. peak hour, consistent with previous traffic analyses prepared for the City of Lincoln.

Therefore, this study treats LOS A-C as acceptable and LOS D-F as unacceptable at all City of Lincoln intersections during both the a.m. and p.m. peak hours, with the exception of the intersections along Lincoln Boulevard between First Street and Seventh Street, which are excluded.

For County of Placer intersections, LOS A-C is considered acceptable, while LOS D-F is considered unacceptable per Placer County General Plan policy 3.A.7.

At Caltrans intersections, the SR 65 CSMP establishes a concept LOS E for SR 65 through most of the study area, with the exception of between Wise Road and Riosa Road, which has a concept LOS D. The City of Lincoln General Plan policy T-2.4 states that the City shall coordinate with Caltrans to strive to maintain a minimum of

LOS D conditions for SR 65.

Based on these policies, LOS A-D is considered acceptable at the ramp intersections at City of Lincoln roadways, while LOS E and F is considered unacceptable consistent with the Lincoln General Plan policy. At intersections along SR 65 in unincorporated Placer County, LOS A-E is considered acceptable, while LOS F is considered unacceptable per the SR 65 CSMP.

It should be noted that the "five second" threshold is a standard utilized by numerous jurisdictions in the region. This standard is being used in place of the increase in volume-to-capacity ratio of 0.05 or more identified in the Lincoln General Plan. The Lincoln General Plan LOS analysis was based on the Circular 212 methodology, which was based on volume-to-capacity ratio of critical movements. Like most other jurisdictions in the region, the City of Lincoln is now employing the HCM 2010 methodology, which is based on intersection delay in seconds. Therefore, impacts at intersections already not meeting the LOS standard are based on an increase of five seconds or more.

Bicycle and Pedestrian Facilities

The following significance criteria related to bicycle and pedestrian facilities reflect whether the project would conflict with adopted plans, policies, or programs regarding bicycle and pedestrian facilities.

Impacts to bicycle and pedestrian facilities are considered significant if the proposed project would:

- Disrupt or interfere with existing or planned bicycle and pedestrian facilities
- Create inconsistencies with adopted pedestrian or bicycle system plans, guidelines, policies, or standards.

Transit Facilities

The following significance criteria related to transit facilities reflect whether the project would conflict with adopted plans, policies, or programs regarding transit facilities.

Impacts to the transit system are considered significant if the proposed project would:

- Create a demand for mass transit services above the capacity which is provided or planned.
- Interfere with existing or planned transit facilities.

EXISTING PLUS PROJECT CONDITIONS

The California Environmental Quality Act (CEQA) requires that environmental analyses of development projects analyze an Existing Plus Project scenario, which represents superimposing the proposed project (land use and roadway improvements) on top of existing conditions. While it is unlikely that a project of this magnitude would be fully developed instantaneously, this scenario assumes that the entire project is developed while no other development or roadway improvements take place. In order to achieve this, the entire project land use and roadways are inserted into an existing travel demand model, and the model "deltas" (plus project volumes minus no project volumes) are added to existing traffic volumes (derived from recent counts).

Intersection Operations

Figure 3 and **Figure 4** show Existing Plus Project (and existing, for comparison) peak hour traffic volumes at study intersections during the a.m. and p.m. peak hour, respectively. **Table 4** shows the resultant level of service at study intersections when the proposed project is added under existing conditions. For the purposes of this analysis, it is assumed that all existing study intersections have existing geometrics, traffic control, and signal timing, where applicable. No signalization of existing intersections is assumed. The table shows that one intersection is significantly impacted during both the a.m. and p.m. peak hours.

- East Avenue and 7th Street
    - A.M. Peak Hour: degrades from LOS D to LOS E

Figure 3: Existing Plus Project A.M. Peak Hour Volumes

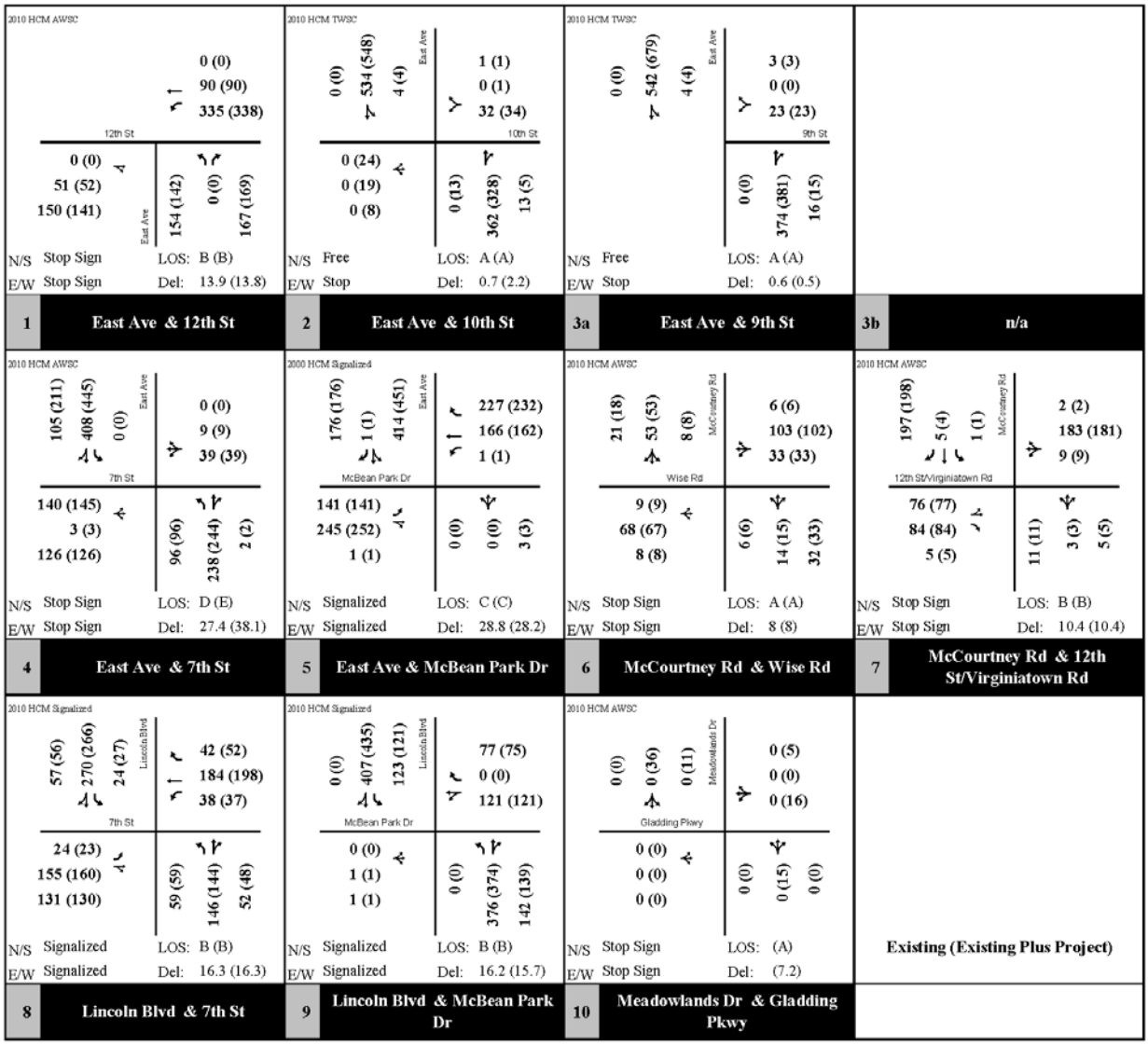

Figure 4: Existing Plus Project P.M. Peak Hour Volumes

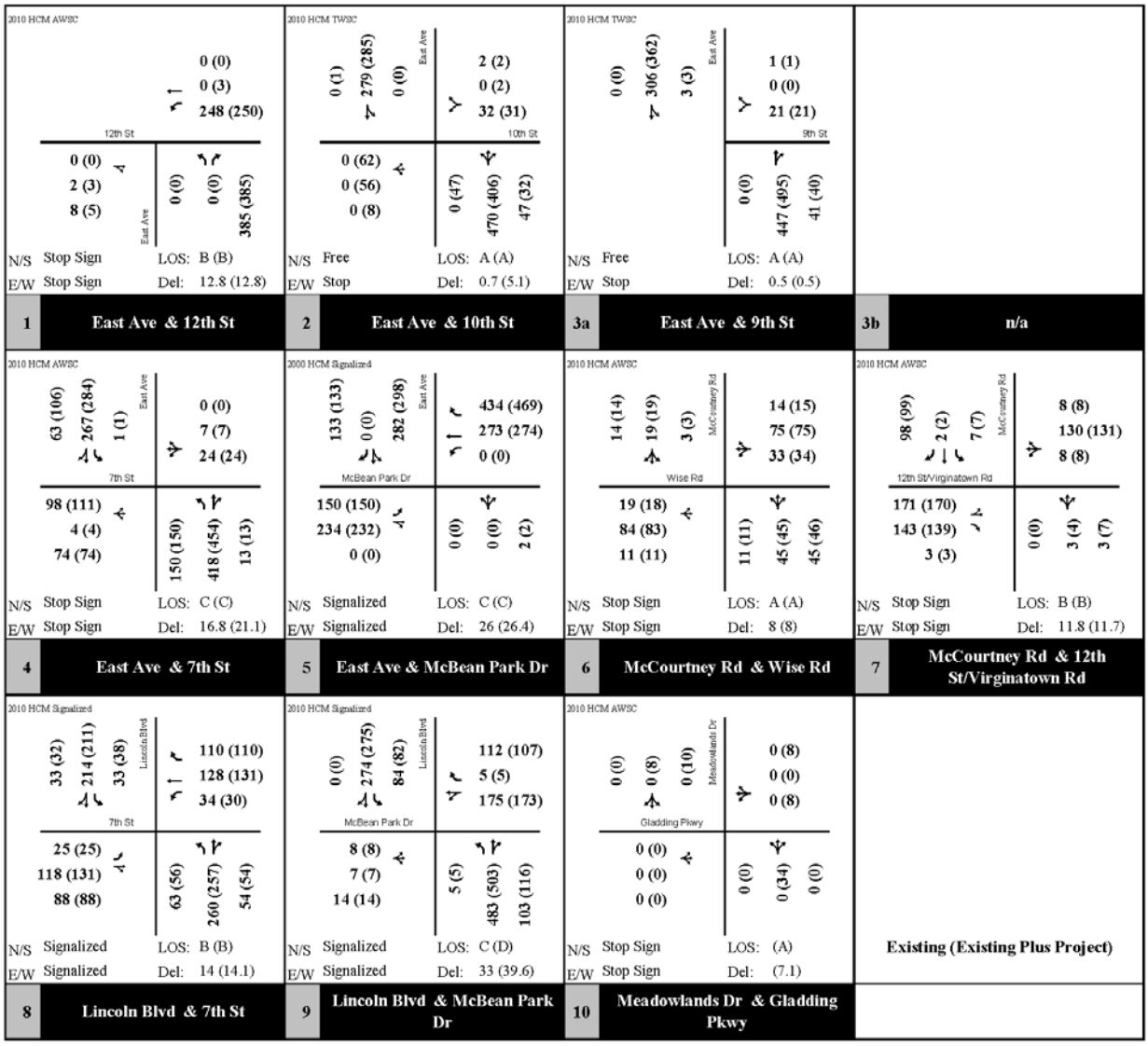

TABLE 4

PEAK HOUR INTERSECTION LEVELS OF SERVICE
EXISTING PLUS PROJECT CONDITIONS

Intersection		Control	Jurisdiction (LOS Standard)	Existing Conditions		Existing Plus Project	
				Int LOS	Avg Delay	Int LOS	Avg Delay
AM Peak Hour							
1	East Ave & 12th St	AWSC	C	B	13.9	B	13.8
2	East Ave & 10th St/ Gladding Pkwy	TWSC	C	A	0.7	A	2.2
3a	East Ave & 9th St (East)	TWSC	C	A	0.6	A	0.5
3b	East Ave & 9th St (West)	AWSC	C	A	0.2	n/a	
4	East Ave & 7th St	AWSC	C	D	27.4	E	38.1
5	East Ave & McBean Park Dr	Signal	C	C	28.8	C	28.2
6	McCourtney Rd & Wise Rd	AWSC	C	A	8.0	A	8.0
7	McCourtney Rd & 12th St/Virginatown Rd	AWSC	C	B	10.4	B	10.4
8	Lincoln Blvd & 7th St	Signal	C	B	16.3	B	16.3
9	Lincoln Blvd & McBean Park Dr	Signal	C	B	16.2	B	15.7
10	Meadowlands Dr & Gladding Pkwy	Signal	C	n/a		A	7.2
PM Peak Hour							
1	East Ave & 12th St	AWSC	C	B	12.8	B	12.8
2	East Ave & 10th St/ Gladding Pkwy	TWSC	C	A	0.7	A	5.1
3a	East Ave & 9th St (East)	TWSC	C	A	0.5	A	0.5
3b	East Ave & 9th St (West)	AWSC	C	A	0.1	n/a	
4	East Ave & 7th St	AWSC	C	C	16.8	C	21.1
5	East Ave & McBean Park Dr	Signal	C	C	26.0	C	26.4
6	McCourtney Rd & Wise Rd	AWSC	C	A	8.0	A	8.0
7	McCourtney Rd & 12th St/Virginatown Rd	AWSC	C	B	11.8	B	11.7
8	Lincoln Blvd & 7th St	Signal	C	B	14.0	B	14.1
9	Lincoln Blvd & McBean Park Dr	Signal	C	C	33.0	D	39.6
10	Meadowlands Dr & Gladding Pkwy	Signal	C	n/a		A	7.1

Note: **Bold** Intersections do not meet current LOS Policy.
Shaded intersections represent significant impacts based on appropriate standard of significance

Transit

As stated previously, there are currently transit stops approximately two and a half blocks from the project site. In accordance with City of Lincoln design standards, project roadways would need to be designed to accommodate any potential future transit lines connecting the eastern portion of downtown Lincoln with Nicolaus Road to the west via the future Gladding Parkway.

Bicycles and Pedestrians

There is currently a Class I bike path along East Avenue between 9th Street and 12th Street adjacent to the proposed project. The City of Lincoln *2012 Bicycle Transportation Plan* indicates that there will be future bicycle facilities on roadways providing access to and through the proposed project. The plan indicates the following future bicycle facilities in its map of existing and future bicycle facilities:

- Class II bike lane along East Avenue between McBean Park Drive and 12th Street
- Class II bike lanes along 12th Street and Virginiatown Road from East Avenue to the future extension of Oak Tree Lane in Village 1
- Class II bike lane and NEV lane along Gladding Parkway within the proposed project

In accordance with City of Lincoln design standards, the proposed project roadways will be designed to accommodate bicycle traffic and provide access for the bicycle and NEV facilities identified in the City's bicycle master plan.

The proposed project is located directly adjacent to the existing Carlin Coppin Elementary School and would share the school's primary access on 12th Street. This street currently dead ends at the western edge of the school and is not built to City standards. The street is in reality only half paved and only has sidewalks on the northern side along the school's frontage. The proposed project would extend this roadway to the west, providing access to the school from the west as well as the east. Because of the street's frontage with the main entrance to the school, it would be incumbent upon the proposed project to develop the street to acceptable roadway and pedestrian standards.

CUMULATIVE CONDITIONS

The following section describes the projected travel conditions under cumulative conditions for the roadway, transit, and bicycle/ pedestrians. As with the existing plus project analysis, the South Placer County Travel Demand Model has been used to forecast cumulative traffic volumes within the study area.

To identify the proposed project's cumulative impacts, the cumulative conditions analysis includes the following two scenarios:

- Cumulative No Project Conditions
- Cumulative Plus Project Conditions.

Cumulative No Project conditions are based on the City of Lincoln General Plan 2050 assumptions and are consistent with future assumptions currently being utilized for the City of Lincoln PFE (Public Facilities Element) update.

Land use assumptions for the cumulative scenario include development in the Villages of the expanded Lincoln Sphere of Influence area as follows:

Village/SUD	Residential DU	Non-Residential 1,000 Square Feet
Village 1:	5,640	167
Village 2:	3,874	130
Village 3:	4,840	322
Village 4:	3,988	130
Village 5:	6,523	132
Village 6:	4,732	130
Village 7:	3,285	3
SUD-A:	1,891	5,498
SUD-B:	1,386	4,348
SUD-C:	0	3,091

In the vicinity of the proposed project, roadway improvements assumed under cumulative (both no project and plus project) conditions include the following:

- Gladding Parkway connecting Nicolaus Road to East Street (at 10th Street)
    - Assumed traffic signal (per City of Lincoln PFE) at the intersection of East Avenue & 10th Street/ Gladding Parkway with dedicated eastbound left turn lane
- Ferrari Ranch Road extension to Oak Tree Lane extension (Village 1)
- Oak Tree Lane extension to Fruitvale Road (Village1 and Village 2)
- Fruitvale Road extension from Oak Tree Lane extension to Old SR 65 (Village 2 and Village 3)
- Widening of Ferrari Ranch Road to 4 lanes from Lincoln Blvd to McBean Park Drive

Cumulative Intersection Operations

Based on the assumptions described above, Cumulative No Project a.m. and p.m. peak hour intersection turning movement volumes are displayed in **Figure 5**. Cumulative Plus Project a.m. and p.m. peak hour turning movement volumes are displayed in **Figure 6** and **Figure 7**, respectively. Cumulative No Project and Plus Project LOS results for study area intersections are displayed in **Table 5**.

Figure 5: Cumulative No Project Peak Hour Volumes and Intersection Geometrics

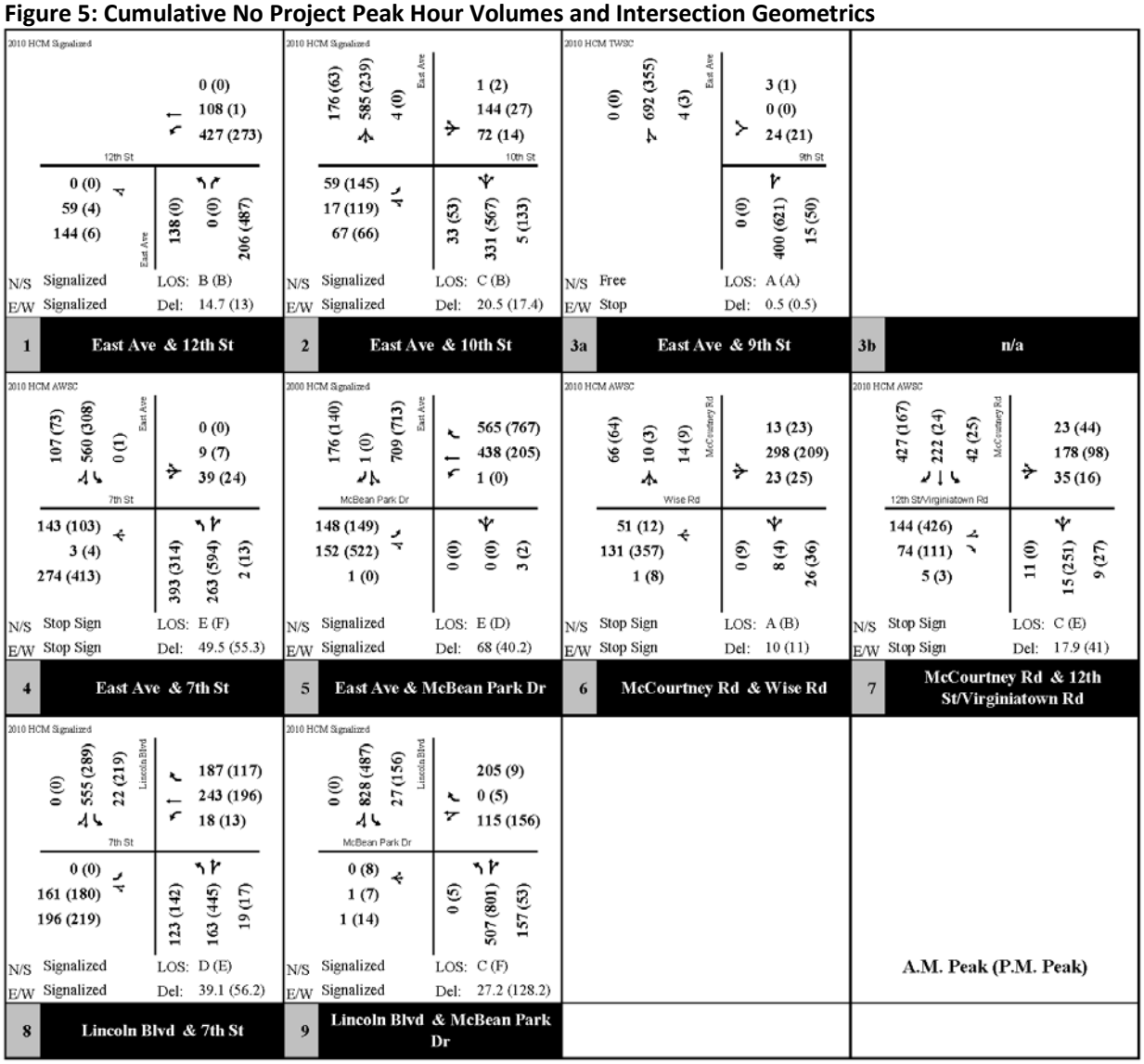

Figure 6: Cumulative Plus Project A.M. Peak Hour Volumes

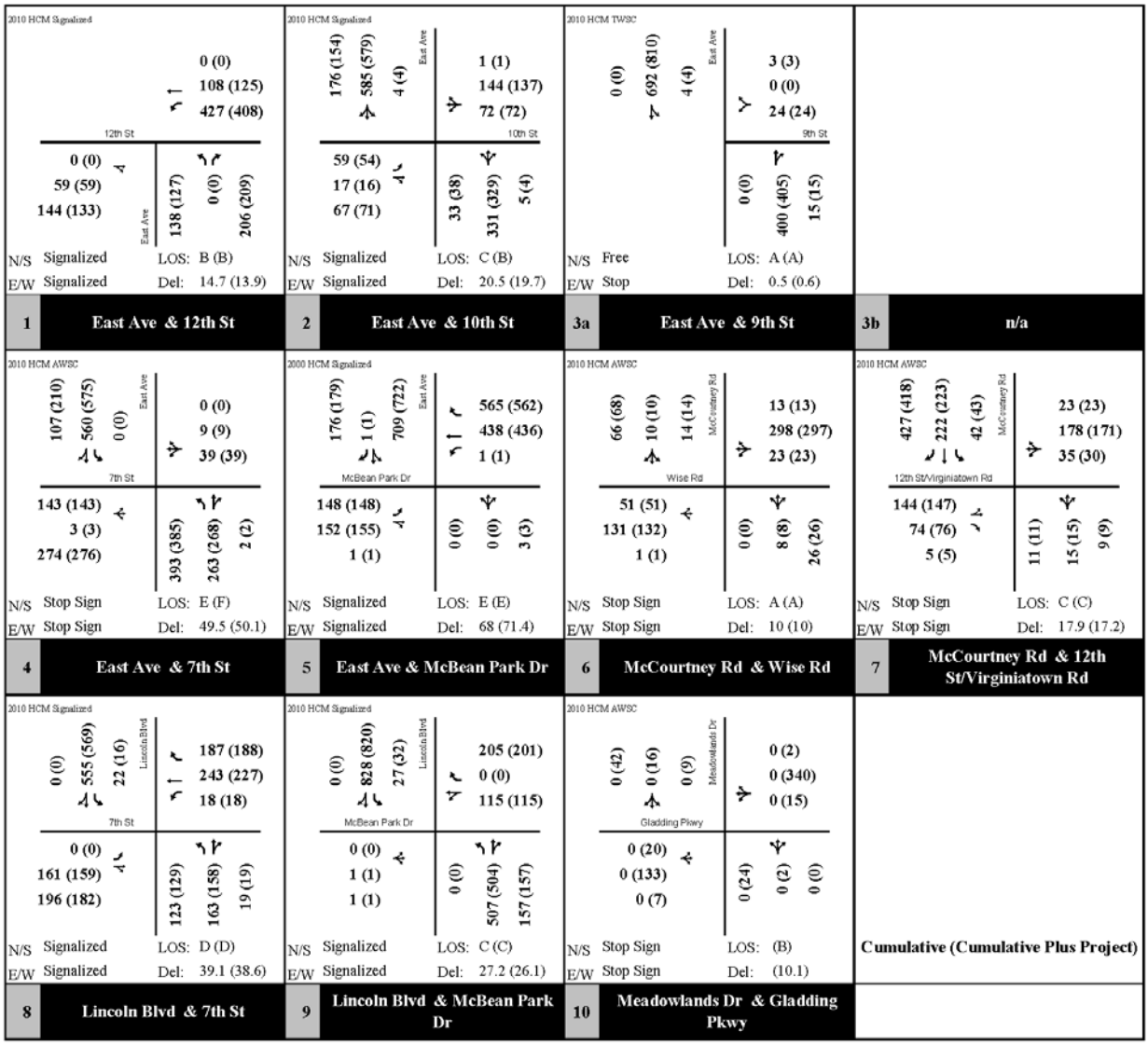

Figure 7: Cumulative Plus Project P.M. Peak Hour Volumes

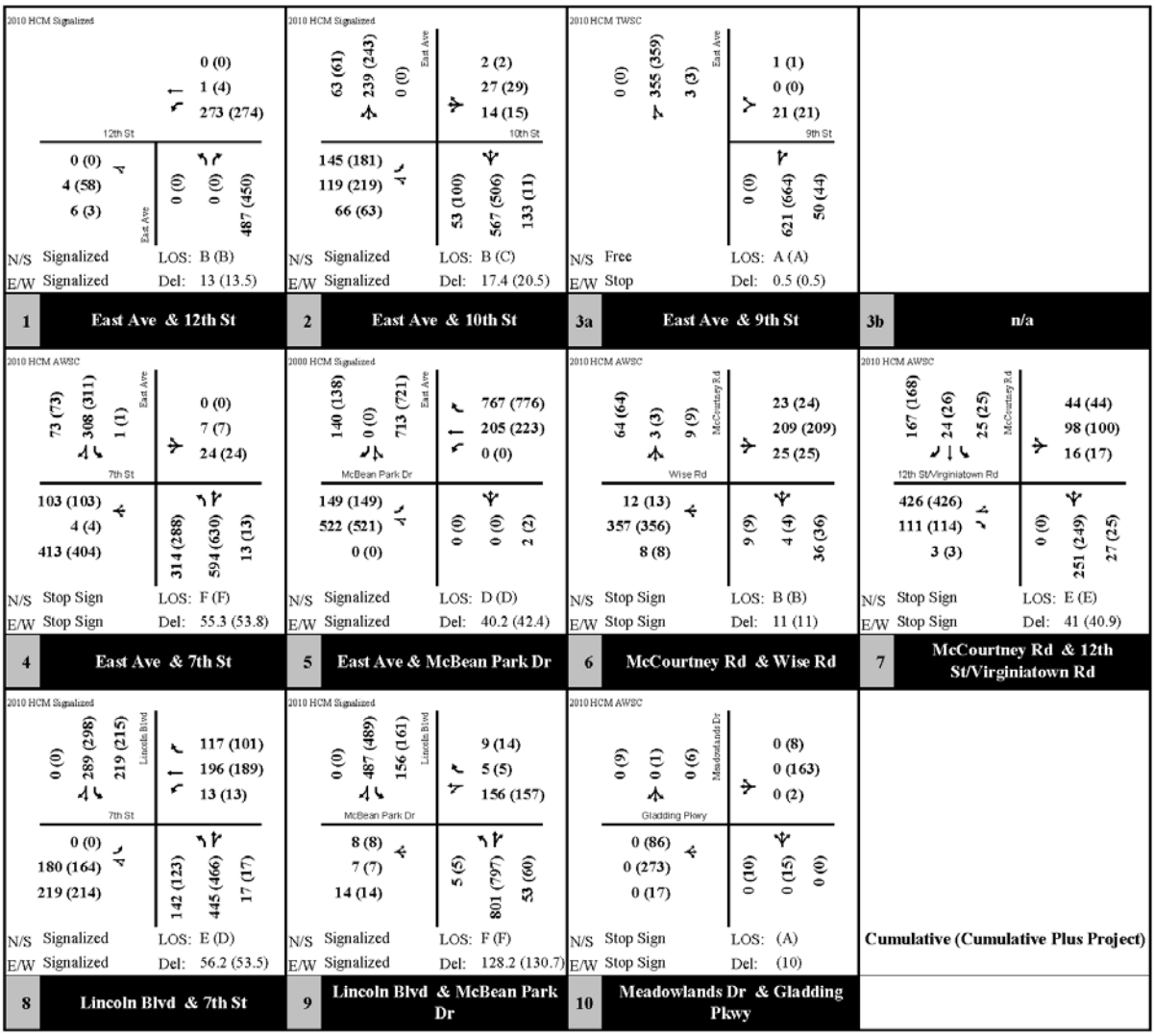

TABLE 5

PEAK HOUR INTERSECTION LEVELS OF SERVICE
CUMULATIVE AND CUMULATIVE PLUS PROJECT CONDITIONS

Intersection		Control	Jurisdiction (LOS Standard)	Cumulative Conditions		Cumulative Plus Project	
				Int LOS	Avg Delay	Int LOS	Avg Delay
AM Peak Hour							
1	East Ave & 12th St	Signal	Lincoln (C)	B	14.7	B	13.9
2	East Ave & 10th St/ Gladding Pkwy	Signal	Lincoln (C)	C	20.5	B	19.7
3a	East Ave & 9th St (East)	TWSC	Lincoln (C)	A	0.5	A	0.6
3b	East Ave & 9th St (West)	n/a					
4	East Ave & 7th St	AWSC	Lincoln (C)	E	49.5	F	50.1
5	East Ave & McBean Park Dr	Signal	Lincoln (C)	E	68.0	E	71.4
6	McCourtney Rd & Wise Rd	AWSC	Placer Co (C)	A	10.0	A	10.0
7	McCourtney Rd & 12th St/Virginatown Rd	AWSC	Lincoln (C)	C	17.9	C	17.2
8	Lincoln Blvd & 7th St	Signal	Lincoln (D)	D	39.1	D	38.6
9	Lincoln Blvd & McBean Park Dr	Signal	Lincoln (D)	C	27.2	C	26.1
10	Meadowlands Dr & Gladding Pkwy	Signal	Lincoln (C)	n/a		B	10.1
PM Peak Hour							
1	East Ave & 12th St	Signal	Lincoln (C)	B	13.0	B	13.5
2	East Ave & 10th St/ Gladding Pkwy	Signal	Lincoln (C)	B	17.4	C	20.5
3a	East Ave & 9th St (East)	TWSC	Lincoln (C)	A	0.5	A	0.5
3b	East Ave & 9th St (West)	n/a					
4	East Ave & 7th St	AWSC	Lincoln (C)	F	55.3	F	53.8
5	East Ave & McBean Park Dr	Signal	Lincoln (C)	D	40.2	D	42.4
6	McCourtney Rd & Wise Rd	AWSC	Placer Co (C)	B	11.0	B	11.0
7	McCourtney Rd & 12th St/Virginatown Rd	AWSC	Lincoln (C)	E	41.0	E	40.9
8	Lincoln Blvd & 7th St	Signal	Lincoln (D)	E	56.2	D	53.5
9	Lincoln Blvd & McBean Park Dr	Signal	Lincoln (D)	F	128.2	F	130.7
10	Meadowlands Dr & Gladding Pkwy	Signal	Lincoln (C)	n/a		A	10.0

Note: **Bold** Intersections do not meet current LOS Policy.
Shaded indicates LOS Impact (either LOS impact or greater than 5 seconds increase in delay)

Table 5 shows that a number of study intersections are projected to operate at LOS D or worse (E or worse along Lincoln Boulevard) under Cumulative No Project conditions. These include the following:

- East Avenue & 7th Street
  - LOS E during a.m. peak hour
  - LOS F during p.m. peak hour
- East Avenue & McBean Park Drive
  - LOS E during a.m. peak hour
  - LOS D during p.m. peak hour
- McCourtney Road & 12th Street/ Virginiatown Road
  - LOS E during p.m. peak hour
- Lincoln Boulevard & 7th Street
  - LOS E during p.m. peak hour
- Lincoln Boulevard & McBean Park Drive
  - LOS F during p.m. peak hour

Table 5 also shows the Cumulative Plus Project LOS results and highlights locations that do not meet the applicable level of service standard, as well as the locations that are significantly impacted based on the applicable standards of significance. The table shows level of service impacts at the following location:

- East Avenue & 7th Street
  - Degrades from LOS E to LOS F during the a.m. peak hour

MITIGATION MEASURES

Existing and Cumulative Plus Project Intersection Impacts

Impact: Under existing and cumulative conditions, the proposed project would significantly degrade level of service at the following intersection:

- East Avenue & 7th Street (a.m. peak hour)

Impact Significance before Mitigation: **Significant**

Mitigation Measure: *As stated in Mitigation Measure 4.5-1 in the certified Meadowlands EIR , "The project applicant shall pay a fair share of the cost to re-stripe the north and southbound approaches to the intersection of East Avenue and 7th Street. Currently, both the southbound and northbound approaches consist of a dedicated left turn lane, and a shared through/right turn lane. The two southbound approach lanes shall be re-striped, to be a shared through/left, and a shared through/right. The northbound approach shall be reduced from two lanes to one, and re-striped as a shared left/through/right lane. The timing of the fair share payment shall be prior to approval of a grading permit."*

Impact Significance after Mitigation: **Less than Significant**

This mitigation measure identified in the previously certified EIR for the Meadowlands project identifies re-striping at the intersection of East Avenue and 7th Street to alleviate a.m. peak hour impacts at the intersection. This mitigation measure is still applicable and would reduce the existing plus project and cumulative plus project impacts to **less than significant.**

Transit, NEV, Bicycle, and Pedestrian Impacts

Impact: The proposed project would increase demand for transit services within the City of Lincoln.

Impact Significance before Mitigation: **Significant**

Mitigation Measure: *As stated in Mitigation Measure TRA-1 in the certified Meadowlands EIR , "The project applicant shall comply with all applicable City transportation policies supporting alternative transportation." This should include provision of adequate facilities for transit (bus turnouts, etc.) on project roadways.*

With its increase in households in downtown Lincoln, the proposed project would increase the demand for transit services by residents and employees within the City. While it is unlikely that the proposed project will

have the ability to compel transit providers to provide new routes directly serving the proposed project (currently the closest fixed transit stop is two and a half blocks from the proposed project site), the project applicant should provide facilities on its roadways that would not inhibit future transit services on project roadways. Provision of adequate facilities within the project's Specific Plan would reduce this impact to **Less than Significant**.

Impact:	The proposed project would increase demand for NEVs (neighborhood electric vehicles) within the City of Lincoln.
Impact Significance before Mitigation:	**Significant**
Mitigation Measure:	*As stated in Mitigation Measure TRA-1 in the certified Meadowlands EIR , "The project applicant shall comply with all applicable City transportation policies supporting alternative transportation." This should include provision of adequate facilities for NEVs on project roadways that connect to the City's existing and envisioned network.*

With its increase in households in downtown Lincoln, the proposed project would increase the demand for NEVs by residents within the City. Provision of adequate NEV facilities within the project's Specific Plan to connect with the City's existing and envisioned future network would reduce this impact to **Less than Significant**.

Impact:	The proposed project would increase demand for bicycle facilities within the City of Lincoln.
Impact Significance before Mitigation:	**Significant**
Mitigation Measure:	*As stated in Mitigation Measure TRA-1 in the certified Meadowlands EIR , "The project applicant shall comply with all applicable City transportation policies supporting alternative transportation." This should include provision of adequate facilities for bicycle facilities on project roadways that connect to the City's existing and envisioned network.*

With its increase in households in downtown Lincoln, the proposed project would increase the demand for NEVs by residents within the City. Provision of adequate pedestrian facilities within the project's Specific Plan to connect with the City's existing and envisioned future network would reduce this impact to **Less than Significant**.

Impact:	The proposed project would increase demand for pedestrian facilities within the City of Lincoln.
Impact Significance before Mitigation:	**Significant**
Mitigation Measure:	*As stated in Mitigation Measure TRA-1 in the certified Meadowlands EIR , "The project applicant shall comply with all applicable City transportation policies*

supporting alternative transportation." This should include provision of adequate facilities for pedestrian facilities on project roadways that connect to the City's existing and envisioned network.

With its increase in households in downtown Lincoln, the proposed project would increase the number of pedestrians within vicinity of the proposed project. Provision of adequate pedestrian facilities within the project's Specific Plan to connect with the City's existing and envisioned future network would reduce this impact to **Less than Significant**.

MEADOWLANDS SUBDIVISION PROJECT

Final Environmental Impact Report

SCH No. 2006032003

March 2012

City of Lincoln
Community Development Department
600 Sixth Street
Lincoln, CA 95648

Meadowlands Subdivision Project

Final Environmental Impact Report
SCH No. 2006032003

Prepared for:

City of Lincoln

Prepared by:

Atkins
formerly PBS&J

March 2012

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1. INTRODUCTION

1.0 INTRODUCTION

PURPOSE OF THIS DOCUMENT

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR) for the Meadowlands Subdivision Project (proposed project). Written comments were received by the City of Lincoln during the public comment period held from February 10, 2011 through March 28, 2011. This Final EIR includes written responses to environmental issues raised in comments on the Draft EIR. The responses in the Final EIR clarify, correct, and amplify text in the Draft EIR, as appropriate. Also included are text changes made at the initiative of the Lead Agency (City of Lincoln). These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code (PRC) sections 21000-21177).

BACKGROUND

In accordance with CEQA regulations, the City released a Notice of Preparation (NOP) on March 1, 2006, with a comment period from March 1 to March 30, 2006. The City distributed the NOP to responsible agencies, interested parties and organizations, as well as private organizations and individuals that have stated an interest in the project. The purpose of the NOP was to provide notification that an EIR for the project was being prepared and to solicit guidance on the scope and content of the document. The NOP and public and agency responses to the NOP are included in Appendix A of the DEIR in accordance with CEQA. Questions raised in response to the NOP that are pertinent to the environmental analysis are addressed in this DEIR.

The Draft EIR was circulated for public review and comment for a period of 45 days from February 10, 2011 through March 28, 2011.

PROJECT UNDER REVIEW

The Meadowlands Subdivision Project would include development of a residential community on approximately 108 acres with open space, parks, an on-site detention basin, and a wetland mitigation area. A detailed project description is provided in Chapter 2, Project Description, of the Draft EIR. The project site is located in the City of Lincoln and is generally bound by Gladding Road and the Gladding McBean Plant on the west, Ninth Street on the south, East Avenue on the east, and the City of Lincoln's northern boundary to the north. The project site plan is shown on Figure 2-4 in Chapter 2 of the Draft EIR. The project location, project objectives, and specific project elements are also described in Chapter 2 of the Draft EIR.

Required Discretionary Actions

The following approvals would be required by the City of Lincoln. The Lincoln City Council would have to certify the EIR and approve the following entitlements in order to implement the proposed project:

- Amend the General Plan to accommodate LDR, HDR, LI, PUB, and OS land uses;
- Rezone the subject site from R-1, OS and LI to Planned Development;
- Approve the General Development Plan to establish the following specific zoning:
  - LDR-5 (40.4 acres);
  - HDR-20 (5.2 acres);
  - LI (0.8 acres);
  - OS-R (1.6 acres);
  - PUB (4.0 acres);
  - OS-C (48.8 acres); and
  - P (1.6 acres).
- Approve the Specific Development Plan and Development Permit;
- Design Review Approval through Specific Development Plan;
- Approve the Tentative Subdivision Map; and
- Adopt Findings and a Statement(s) of Overriding Consideration (if warranted) (CEQA Guidelines Section 15093).

Other approvals include:

- Development Permit from the City Engineer to fill in the floodplain;
- Improvement plans;
- Grading permits;
- Encroachment permits; and
- Building permits.

TYPE OF DOCUMENT

This EIR is a "Project EIR," pursuant to section 15161 of the CEQA Guidelines. A Project EIR examines the environmental impacts of a specific project. This type of EIR focuses on the changes in the environment that would result from implementation of the project, including construction and operation.

The EIR is an informational document intended to disclose to the decision makers and the public the environmental consequences of approving and implementing the proposed project. The preparation of the Final EIR focuses on the responses to significant environmental issues raised in comments on the Draft EIR. CEQA Guidelines Section 15132 specifies the following:

> The Final EIR shall consist of:
>
> (a) The Draft EIR or revision of the draft.
>
> (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
>
> (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
>
> (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
>
> (e) And any other information added by the Lead Agency.

This document contains the list of commenters, the comment letters, and responses to the significant environmental points raised in the comments and text changes made at the initiative of the Lead Agency. These changes do not alter the conclusions of the Draft EIR. The Draft EIR is hereby incorporated by reference.

The City of Lincoln, the Lead Agency, must certify that the Meadowlands Subdivision Project EIR, which includes both the Draft EIR and Final EIR, adequately discloses the environmental effects of the project and has been completed in conformance with CEQA, and that the decision-making bodies independently reviewed and considered the information contained in the EIR prior to taking action on the project (CEQA Guidelines section 15090). The EIR must also be considered by the Responsible Agencies, which are public agencies that have discretionary approval authority over the project in addition to the Lead Agency. For this project, any “responsible agencies” must consider the environmental effects of the project, as shown in the EIR prior to approving any portion of the project over which it has authority.

The following approvals and/or permits may be required from other agencies, including various “responsible agencies” as defined by CEQA. The Meadowlands Subdivision Project EIR has been designed to provide information to these agencies to assist them in the permitting processes for the proposed project.

- Regional Water Quality Control Board for permits related to the control of runoff, pursuant to the National Pollutant Discharge Elimination System requirements and compliance with established water quality standards (i.e., Section 401 Water Quality Certification and possible Waste Discharge Requirements);
- State Water Resources Control Board for General Construction NPDES Permit;
- U.S. Army Corps of Engineers for Section 404 Individual Permits;

- U.S. Fish and Wildlife Service for an Endangered Species Act Section 7 Consultation with the U.S. Army Corps of Engineers; and,
- Federal Emergency Management Agency (FEMA) for a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR).

ORGANIZATION OF THIS DOCUMENT

For this Final EIR, comments and responses are grouped by comment letter. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to one or more responses to review all the information on a given subject. To assist the reader, cross references are provided. The comments and responses that make up the Final EIR, in conjunction with the Draft EIR, as amended by the text changes, constitute the EIR that will be considered for certification by the City of Lincoln.

The Final EIR is organized as follows:

Chapter 1 - Introduction: This chapter includes a summary of the project description and the process and requirements of a Final EIR.

Chapter 2 - Changes to the Draft EIR: This chapter lists the text changes to the Draft EIR.

Chapter 3 - List of Agencies and Persons Commenting: This chapter contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period.

Chapter 4 - Comments and Responses: This chapter contains the comment letters received on the Draft EIR and the corresponding response to each comment. Each letter and each comment within a letter has been given a number. Responses are provided after the letter in the order in which the comments were assigned. Where appropriate, responses are cross-referenced between letters. The responses following each comment letter are intended to supplement, clarify, or amend information provided in the Draft EIR, or refer the commenter to the appropriate place in the document where the requested information can be found. Those comments not directly related to environmental issues may be discussed or noted for the record.

PUBLIC PARTICIPATION AND REVIEW

The City of Lincoln notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR on the proposed project was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- The City of Lincoln filed a Notice of Preparation (NOP) for an EIR with the State Clearinghouse for a 30-day public review period for the proposed project on March 1, 2006.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on February 10, 2011. A 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on March 28, 2011.
- A Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals.
- Copies of the Draft EIR were available for review at:

  City of Lincoln, Development Services Department
  600 Sixth Street
  Lincoln, CA 95648

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2. CHANGES TO THE DRAFT EIR

2.0 CHANGES TO THE DRAFT EIR

INTRODUCTION

This chapter presents minor corrections and revisions made to the Draft EIR initiated by the public, the Lead Agency, and/or consultants based on their on-going review. New text is indicated in underline and text to be deleted is reflected by a strike through unless otherwise noted in the introduction preceding the text change. Text changes are presented in the page order in which they appear in the Draft EIR.

Chapter 1.0, Introduction

The following changes are made to the text in Mitigation Measure CUL-1 on pages 1-4 and 1-5:

> a) *If any cultural resources, such as unusual amounts of bone or shell, artifacts, structural features, historic-period refuse, or human remains, are encountered during any project-related ground-disturbing activities, work shall be suspended within 100 feet of the find until the find is evaluated by a qualified professional. The City of Lincoln ~~Community~~ Development Services Department shall be notified immediately of the discovery, and the project developer shall retain the services of an archaeologist who meets the Secretary of the Interior's Standards for Archaeology to evaluate the find and provide recommendations for treatment of any significant historical or archaeological resources. The archaeologist's recommendations shall be submitted for approval to the City of Lincoln ~~Community~~ Development Services Department. The project developer shall implement the approved mitigation, to be verified by the City of Lincoln ~~Community~~ Development Services Department.*
>
> *b) If human remains are discovered during any project activities, work within 100 feet of the remains shall be suspended immediately, and the City of Lincoln ~~Community~~ Development Services Department and the Placer County Coroner shall be immediately notified. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours. A professional archaeologist with Native American burial experience shall conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Lincoln ~~Community~~ Development Services Department will be responsible for the approval of recommended mitigation, taking account of the provisions of state law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project applicant shall implement the approved mitigation, to be verified by the City of Lincoln ~~Community~~ Development Services Department, before the resumption of activities at the site where the remains were discovered.*

The following changes are made to the text in Mitigation Measure CUL-2 on page 1-5:

> *Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation either onsite or offsite as a result of a project improvement, work shall be suspended within 100 feet of the find, and the City of Lincoln ~~Community~~ Development Services Department shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist as needed to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The project contractor shall implement any measures deemed necessary by the City for the protection of the paleontological resources.*

The following changes are made to the text in Mitigation Measure GEO-1 on page 1-6:

> *The project applicant shall adhere to the 2010 California ~~Uniform~~ Residential Building Code, all applicable state regulations, and local ordinances for specific seismic safety requirements and building designs.*

The following changes are made to the text in the three paragraphs under Mitigation Measure PS-2 on page 1-9:

> The proposed project is located within the Western Placer Unified School District (WPUSD). WPUSD provides educational services at the following schools: seven ~~six~~ K-5 elementary schools, ~~one K-8 school (in Sheridan),~~ two 6-8 middle schools, one comprehensive 9-12 high school, and one continuation high school.[7]
>
> ~~The District continues to grow as the City adds more residents. The District has planned additional schools including a high school in Twelve Bridges, and a middle school in Lincoln Crossing.~~[8]
>
> The nearest elementary school to the project site is the adjacent Carlin C. Coppin Elementary School. Currently the school is over capacity; however, by utilizing portable units on campus, the school is capable of expanding from its current enrollment of 460 students, but the capacity is dependent upon building requirements for portable classrooms.~~to 600 students.~~[9] Glen Edwards Middle School would also serve the residents from the proposed project. The only high school in the City of Lincoln is Lincoln High School.

7 Western Placer Unified School District, *About Our District,* http://www.wpusd.k12.ca.us/school_sites.shtml, accessed December 18, 2006.

~~8 James McLeod, School Board Member, Western Placer Unified School District, personal communication, August 2007.~~

~~9 Jay Stewart, Assistant Superintendent of Business and Support Services, WPUSD, personal communication, March 8, 2006.~~

The text in the second full paragraph on page 1-10 of the draft EIR is amended as follows:

> Glen Edwards Middle School and Twelve Bridges Middle School will be expanded to accommodate student growth at these levels. ~~Capacity at Lincoln High School and Glen Edward Middle School would be adequate to serve the proposed project.~~[10]

~~10 Jay Stewart, Assistant Superintendent of Business and Support Services, WPUSD, personal communication, March 14, 2006.~~

Chapter 3.0, Summary

The Level of Significance After Mitigation for Impact 4.1-8 on page 3-7 of the Draft EIR is changed as shown below.

The following bullet is added to Mitigation Measure 4.2-4(a) on page 4.2-26 of the Draft EIR:

4.1-8	**The proposed project's operational emissions of criteria air pollutants, in combination with other criteria air pollutants, could add to cumulative emissions in Placer County.**	S	4.1-8	The project applicant shall implement the following mitigation measures prior to issuance of building permits: • Only low-emission, EPA-certified fireplace shall be installed in residential units containing open hearth fireplaces. Prior to the issuance of occupancy permits, the applicant must provide written proof of compliance with this measure to the City and PCAPCD. • Only Energy Star-labeled (or equivalent) appliances shall be installed. The project applicant shall participate in the PCAPCD off-site mitigation program for post-mitigated emissions that exceed PCAPCD thresholds. Off-site mitigation strategies include retrofitting existing on-road heavy-duty vehicles/equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps, transit vehicles, and CNG fueling infrastructure. To participate in the off-site mitigation program, the applicant shall pay into the PCAPCD off-site mitigation program, included in Appendix D in this Draft EIR, in consultation with PCAPCD.	~~SU~~ LS
4.2-4	**The proposed project could result in the loss and degradation of federally and state protected wetlands (including, but not limited to, seasonal wetlands, wetland swales, vernal pools, and intermittent drainages) through direct removal, filling, hydrological interruption, or by other means.**	S	4.2-4 a)	The applicant shall prepare and implement a Wetland Mitigation Plan that ensures no net loss of wetlands and shall provide for mitigation for impacted wetlands at a minimum 1:1 ratio, consistent with the City of Lincoln Open Space and Conservation Element (OSC) Policy 5.6. The wetland mitigation plan shall be based upon delineations verified by the Corps. This measure may be implemented through the 404 permit process. The plan shall include, but not be limited to, the following or equally effective components: • Provisions to use the plants, seed, duff (plant and seed material) and topsoil of wetlands to be filled in the wetlands created as compensation for unavoidable wetland loss. Provisions shall include the most current standards for the removal, storage, and application of this material into the created wetlands. • Wetland success criteria that ensures that the created areas will meet or exceed the functions and values provided by the impacted aquatic areas. • Provisions for guaranteed funding enforceable by the City for implementation of a remedial action plan should the success criteria not be met. • <u>The Plan shall include provisions to ensure funding for the perpetual management of the mitigation area through the provision of an endowment.</u>	LS

Section 4.2, Biological Resources

The following is added to Mitigation Measure 4.2-4(a) on page 4.2-26 of the Draft EIR:

- *The Plan shall include provisions to ensure funding for the perpetual management of the mitigation area through the provision of an endowment.*

Section 4.7, Climate Change

The following changes are made to the text in Mitigation Measure 4.7-1c on page 4.7-24:

c) ~~*The project applicant shall pay for an initial installment of Light Emitting Diode (LED) street lights within the project area.*~~ *The project applicant shall fund installation of street lights within the project area and all project street lights will be required to be Light Emitting Diode (LED).*

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3. LIST OF AGENCIES AND PERSONS COMMENTING

3.0 LIST OF AGENCIES AND PERSONS COMMENTING

PUBLIC AGENCIES

- AT&T, Carol A. Prince
- California Highway Patrol, W. L. Donovan
- Caltrans, Richard Helman
- Placer County Air Pollution Control District, Angel Rinker
- State of California, Governor's Office of Planning and Research, State Clearinghouse
- Western Placer Unified School District, Heather Steer

LOCAL ORGANIZATIONS AND INDIVIDUALS

- Eugene Wilson
- Lincoln Open Space Committee, John Williams
- California Clean Energy Committee, Eugene S. Wilson

4. COMMENTS AND RESPONSES

4.0 COMMENTS AND RESPONSES

This section contains the comment letters that were received on the Draft EIR and responses to the comment letters received on the Draft EIR. Each comment letter is followed by a response by the City intended to supplement, clarify, or amend information provided in the Draft EIR and/or refer the reader to the appropriate place in the Draft EIR where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are generally included following the response to comment, as well as in Chapter 2, Text Changes.

at&t

3545 Industrial Avenue
Rocklin, CA 95765

February 22, 2011

Mr. George Dellwo, AICP
Assistant Director of Development Services
City of Lincoln Development Services Department
600 Fifth Street
Lincoln, CA 95648

RE: Draft Environmental Impact Report for the
Meadowlands Subdivision Project (SCH#2006032003)

Dear George:

Thank you for the opportunity to review the "Draft Environmental Impact Report for the Meadowlands Subdivision Project (SCH#2006032003)

AT&T has reviewed the Draft Study and is looking forward to serving this project as the franchised telecommunications provider. 1-1

If you have any questions, please contact Jim Johnsen, AT&T Design Engineer, at (916) 409-1370.

Sincerely,

Carol A. Prince
Public Works Manager
(916) 409-1384

LETTER 1: AT&T, Carol A. Prince

Response to Comment 1-1

The commenter states AT&T is looking forward to providing telecommunications service to the project. No response is required.

Letter 2

State of California—Business, Transportation and Housing Agency EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
California Highway Patrol
9440 Indian Hill Road
Newcastle, CA 95658
(916) 735-3344
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

March 1, 2011

File No.: 220.12336.11784.SCH#2006032003

Mr. George Dellwo
City of Lincoln
Development Services Department
600 Sixth Street
Lincoln, CA 95648

Dear Mr. Dellwo:

Recently, the California Highway Patrol (CHP) Auburn Area had the opportunity to review the Meadowlands Subdivision Project Draft Environmental Impact Report SCH#2006032003. We believe the project discussed will not impact the mission of the CHP of providing safety and service to the public as they use the highway transportation system within Placer County. The project as outlined will not increase traffic volume and will not impact the State highways and roadways within Placer County, primarily SR-65. 2-1

The effect this project will have over the Auburn CHP Area will not be significant in the magnitude of citizens it will attract. The plan proposes to develop approximately 209 low-density residential units and 104 high-density units on approximately 45 acres, 3.2 acres of pocket parks and 48.8 acres of open space within the Lincoln City limits.

The Auburn CHP Area office is responsible for more than 800 square miles of area in west Placer County, which includes I-80, SR- 49, SR-193, SR- 65, and over 1,100 miles of county roadways. We currently have 30 Road Patrol Officers assigned to the Auburn CHP Area office to patrol these roadways 24 hours a day, 365 days a year. We are committed to providing the maximum amount of service and traffic enforcement allowable with our current staffing levels. However, this project will not significantly impact our ability to provide traffic law enforcement services.

We thank you for allowing our comments regarding the Meadowlands Subdivision Project Draft Environmental Impact Report SCH#2006032003. Through cooperative partnerships with local, county and State entities the CHP will continue to monitor the growth within western Placer County and the surrounding cities for its impact on the CHP's mission.

Sincerely,

W. L. DONOVAN, Captain
Commander
Auburn Area

cc: Assistant Chief M. S. Champion, Valley Division
R. M. Nannini, SSM III, Commander, Special Projects Section

LETTER 2: California Highway Patrol, W. L. Donovan

Response to Comment 2-1

The comment states the project would not have a significant effect in the Auburn CHP Area and that it would not significantly affect CHP's ability to provide traffic law enforcement services. No response is required.

Hindmarsh, Patrick J

From: George Dellwo [GDELLWO@ci.lincoln.ca.us]
Sent: Friday, March 18, 2011 1:37 PM
To: Eugene Wilson
Cc: Hindmarsh, Patrick J
Subject: RE: Meadowlands EIR

Good afternoon Eugene,

As a follow-up to your questions below on the Meadowlands DEIR; through this response I am copying our environmental consultant PBS&J for a formal response and its inclusion in the Final EIR.

Thank you,

George Dellwo, AICP
Assistant Director of Development Services
City of Lincoln
600 Sixth Street
Lincoln, CA 95648
Phone: (916) 434-2470
Fax: (916) 645-3552
www.ci.lincoln.ca.us

Please consider the environment before printing this e-mail

From: Eugene Wilson [mailto:wilson1224@gmail.com]
Sent: Friday, March 18, 2011 11:47 AM
To: George Dellwo
Subject: Meadowlands EIR

Mr. Dellwo:

At page 3.7 the EIR says there is a significant and unavoidable impact of operational criteria air pollutants after mitigation.

At page 4.1-21 the EIR says the impact is less than significant after mitigation.

Can you clarify whether operational impacts on criteria pollutants are fully mitigated. 3-1

Thank you,
Eugene Wilson

LETTER 3: Eugene Wilson

Response to Comment 3-1

The comment points out that the Summary Table (Draft EIR page 3-7) indicates that the project's impact with respect to operational emissions of criteria pollutants is significant and unavoidable, while the impact discussion in the Air Quality section (Draft EIR page 4.1-21) indicates a less-than-significant impact after mitigation. The Summary Table is incorrect. Mitigation Measure 4.1-8 allows only low-emission, EPA-certified fireplaces and Energy Star-labeled (or equivalent) appliances. The measure also requires participation in the PCAPCD off-site mitigation program for post-mitigated emissions that exceed PCAPCD thresholds. If project emissions exceed thresholds, those emissions would be offset by payment into the mitigation program. Consequently, the impact would be reduced to a less-than-significant level.

The Level of Significance After Mitigation for Impact 4.1-8 on page 3-7 of the Draft EIR is changed as follows:

4.1-8	**The proposed project's operational emissions of criteria air pollutants, in combination with other criteria air pollutants, could add to cumulative emissions in Placer County.**	S	4.1-8	The project applicant shall implement the following mitigation measures prior to issuance of building permits: • Only low-emission, EPA-certified fireplace shall be installed in residential units containing open hearth fireplaces. Prior to the issuance of occupancy permits, the applicant must provide written proof of compliance with this measure to the City and PCAPCD. • Only Energy Star-labeled (or equivalent) appliances shall be installed. The project applicant shall participate in the PCAPCD off-site mitigation program for post-mitigated emissions that exceed PCAPCD thresholds. Off-site mitigation strategies include retrofitting existing on-road heavy-duty vehicles/equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps, transit vehicles, and CNG fueling infrastructure. To participate in the off-site mitigation program, the applicant shall pay into the PCAPCD off-site mitigation program, included in Appendix D in this Draft EIR, in consultation with PCAPCD.	~~SU~~ LS

Letter 4

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901-0911
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711

Flex your power!
Be energy efficient!

March 28, 2011

032011PLA0003
03-PLA-65 PM 14.05
Meadowlands Subdivision Draft Environmental Impact Report
SCH# 2006032003

George Dellwo, AICP
Assistant Director of Development Services
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, CA 95648

Dear Mr. Dellwo:

Thank you for the opportunity to review and comment on the application for the Meadowlands Subdivision Draft Environmental Impact Report (DEIR). This project proposes to develop 108 acres in north Lincoln. Approximately 45 acres would be developed as housing, consisting of 209 low-density units and 104 high-density units, and approximately 50 acres would be preserved as open space. We have the following comment:

- The traffic study should have included an analysis of Old Highway 65/New Lincoln Bypass ramps at Industrial Ave to see the impacts of this project under the cumulative conditions. Please prepare an addendum to the traffic study that includes this analysis and provide us with copies of this study for our review. 4-1

Please provide our office with copies of any further action(s) related to this project.

If you have any questions regarding these comments, please contact the Placer County Intergovernmental Review Coordinator, Dianira Soto, by email at dianira_soto@dot.ca.gov or by phone at (530) 740-4905.

Sincerely,

Richard Helman

RICHARD HELMAN, Chief
Office of Transportation Planning—East

c: State Clearinghouse

LETTER 4: Caltrans, Richard Helman

Response to Comment 4-1

The comment states the traffic study should have included an analysis of Old Highway 65 / New Lincoln Bypass ramps at Industrial Avenue to see the impacts of this project under the cumulative conditions. Due to the limited number of project-generated trips estimated to occur at these ramps, this analysis was not included in the Draft EIR analysis. However, the project's contribution to these intersections is estimated below, based on the cumulative conditions reported for the Village 7 Specific Plan EIR (SCH# 2005062001).

The two ramp intersections with Industrial Avenue were analyzed under cumulative conditions for the Village 7 Specific Plan EIR (SCH# 2005062001), which found that both intersections would operate at LOS C in the PM Peak Hour for cumulative plus project conditions (from Table 4.3-9 on page 4.3-23 of the Village 7 DEIR).

To demonstrate the Meadowlands project's contribution to these ramps, the Village 7 analysis was updated to include the estimated vehicle trips generated by the Meadowlands project. The two ramp intersections were re-analyzed using Traffix software (see modeling outputs, Appendix A). The Meadowlands project is estimated to generate 256 external PM Peak Hour vehicle trips under Cumulative with Project conditions. Approximately 14 percent of these trips (36) are estimated to travel to and from the project site via the New Lincoln Bypass / Industrial Avenue interchange. The project would add 13 vehicle trips to the Industrial Avenue to SR-65 southbound on-ramp, and 23 vehicle trips to the northbound off-ramp from SR-65 to Industrial Avenue.

As shown below, the proposed project would add one second to the delay at SR 65 NB Ramp/ Industrial Avenue in the PM Peak Hour, but the additional delay would not result in any change to LOS. Consequently, the Meadowlands project would not result in a significant cumulative impact at this ramp.

	Cumulative without Meadowlands		Cumulative with Meadowlands	
Intersection	**Delay**	**LOS**	**Delay**	**LOS**
SR 65 SB Ramp / Industrial Avenue	23 sec / veh	C	23 sec / veh	C
SR 65 NB Ramp / Industrial Avenue	26 sec / veh	C	27 sec / veh	C
Source: Village 7 Specific Plan DEIR, Table 4.3-9, June 2009; Atkins 2011.				

Placer County
AIR POLLUTION CONTROL DISTRICT

3091 County Center Drive, Suite 240, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373
www.placer.ca.gov/apcd
Thomas J. Christofk, Air Pollution Control Officer

March 28, 2011

George Dellwo, AICP
Assistant Director of Development Services
City of Lincoln Development Services Department
600 Sixth Street
Lincoln, CA 95648

RE: Meadowlands Subdivision Project (SCH#2006032003)

Dear Mr. Dellwo,

The Placer County Air Pollution Control District (District) appreciates the opportunity to comment on the above referenced document. The District has reviewed the Draft EIR (DEIR) for the Meadowlands Subdivision Project (Project) and recommends that the City should provide additional information/discussion in the environmental document for the items discussed below.

1. Section 4.1-3 of the DEIR describes the existing regional Toxic Air Contaminant (TAC) emissions. Further, the DEIR identifies the SR 65 and the future Gladding Parkway as sources near the proposed project site. The DEIR cites the CARB's Diesel Reduction Plan as the reference to justify the possible health impacts from SR 65 and proposed Gladding Parkway. Roadway health impacts will result from the diesel particulate matters (DPM) emissions from diesel trucks. Therefore, the impact justification should be based on the emissions from diesel truck trips. The District recommends that the DEIR should provide further analysis based on the diesel truck trips to justify the possible health impacts from the roadways to the future residents. 5-1

2. The DEIR should identify the Gladding McBean (Pabco Plant) as a nearby TAC source under Section 4.1-3 discussion. The proposed Project is located adjacent to the Pabco Plant which is an active facility under the Air Toxics Hot Spots Program (Health and Safety Code Section 44360(b)(2)). The Pabco Plant is required to submit its Toxics Emissions Inventory Report (TEIR) and determined its prioritization score under the State Hot Spots Program requirement. This facility is currently classified as a "High-Level" facility by this program. <u>The DEIR should, therefore, provide the supporting evaluation to justify any health impacts associated with the siting of this proposed residential project (sensitive receptor) near an exisitng TAC source.</u> 5-2

   For land use projects, the District recommends the California Air Pollution Control Officers Association's (CAPCOA) "Health Risk Assessments for Proposed Land Use Projects" guidance on assessing the health risk impacts. This CAPCOA guidance document outlines recommended procedures to identify when a project should undergo further risk evaluation, how to conduct the HRA, how to engage the public, what to do with the results from the HRA, and what mitigation measures may be appropriate for various land use projects.

Thank you for allowing the District this opportunity to comment on the Project. If you have any questions, please do not hesitate to contact me at 530-745-2333.

Sincerely,

Angel Rinker
Associate Planner

Cc. Yushuo Chang, Senior Planner

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placer.ca.gov/apcd

Thomas J. Christofk, Air Pollution Control Officer

March 1, 2012

SENT VIA: gdellwo@ci.lincoln.ca.us

George Dellwo
Assistant Director of Community Development
City of Lincoln
300 Sixth Street
Lincoln, CA 95648

SUBJECT: McBean-Pabco Plant,

Dear Mr. Dellwo;

The District recently became concerned with the level of health risk due to air emissions of crystalline silica from the subject plant in Lincoln. The plant responded to this concern by proposing control measures be added to the plant to reduce these emissions. The District issued an Authority to Construct (AC) permit to implement these changes. A District inspector reviewed the installation of these control measures last week and found them to be acceptable. The plant is now operating with the new control measures.

If you have any questions regarding this determination, please contact John Finnell at 530-745-2330.

Sincerely

Don Duffy

Don Duffy
Air Quality Engineer
(530) 745-2336

Response to Comment 5-1

The comment notes that the Draft EIR identifies State Route 65 and the future Gladding Parkway as potential sources of diesel particulate matter near the project site and that the Draft EIR uses the California Air Resources Board's Diesel Reduction Plan "to justify the health impacts from SR65 and the proposed Gladding Parkway." The comment recommends that the EIR provide further analysis based on diesel truck trips to justify the possible health impacts from these roadways. While the Draft EIR references the Diesel Reduction Plan, the analysis does not rely solely on that plan as a justification for a less-than-significant impact. The Draft EIR also considers the California Environmental Protection Agency/CARB document *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005, which suggests siting sensitive receptors more than 500 feet from freeways, rural roads with 50,000 vehicles per day, and urban roads with 100,000 vehicles per day. For the following reasons, the Draft EIR concludes that the CARB recommendations would not be applicable to the project (Draft EIR page 4.1-18). In the case of SR 65, the project site is more than 1,200 feet from SR 65, so the project site is well beyond the recommended distance included in the *Air Quality and Land Use Handbook* recommendations. Because of the distance from the project site, SR 65 would not be expected to result in substantial concentrations of diesel particulate matter at the project site. For Gladding Parkway, the Draft EIR identifies the potential number of trips on Gladding Parkway as 8,200 (Draft EIR page 4.1-18). The Federal Highway Administration defines an urban area as an area having a population of 5,000 or more.[1] As the City of Lincoln has substantially more than 5,000 residents, the project site would be considered an urban area. Consequently, traffic on Gladding Parkway represents only eight percent of the traffic volume included in the CARB's recommendations, which is well below the threshold for TAC analysis. In addition, due to fiscal and environmental constraints, it is unlikely that Gladding Parkway would be constructed before 2020. Therefore, the reductions in diesel particulate matter discussed in the Draft EIR would likely be achieved by the Diesel Reduction Plan prior to construction of Gladding Parkway. For these reasons, the effects of diesel particulate matter from SR 65 and Gladding Parkway would be less than significant and further analysis recommended in the comment is not warranted.

Response to Comment 5-2

The comment states the Gladding McBean Plant, located to the west of the project site, is an active facility under the Air Toxics Hot Spots Program and, therefore, the EIR should provide information on health effects associated with a residential project near this source. Initially, the comment suggests that the EIR should analyze the effects of the existing Gladding McBean Plant on the proposed project, which appears to be inconsistent with CEQA's obligation to only consider the effects of the proposed project on the environment as opposed to the effects of the existing environment on the proposed project. *See Bellona Wetlands Land Trust v. City of Los* Angeles (2011) 201 Cal.App.4th 455. Additionally, the City has recently been informed by the District that the Gladding McBean Plant proposed control measures to be added to the plant and the District issued an Authority to

[1] Section 101 of Title 23, U.S. Code.