LAND USE SERVICES DEPARTMENT
PLANNING COMMISSION STAFF REPORT

HEARING DATE: December 14, 2017 **AGENDA ITEM 2**

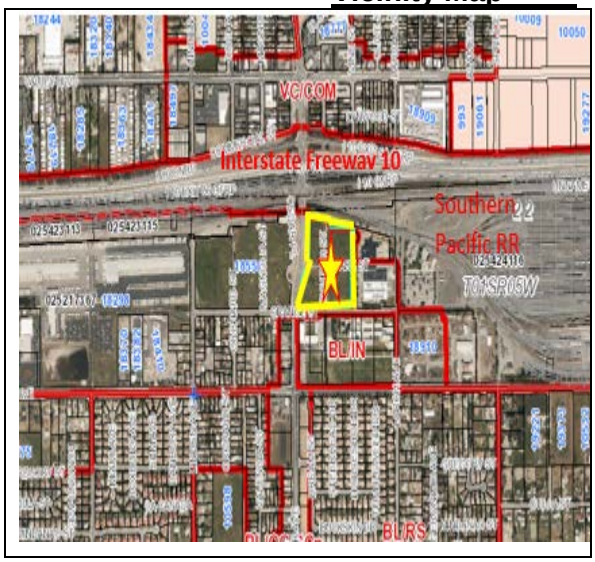
Project Description

APN: 0253-211-56

Applicant: Howard Industrial Partners, LLC
Community: Bloomington

Location: Northeast corner of Cedar Avenue and Orange Street.
Project No: P201600435
Staff: Aron Liang
Rep: Timothy Howard
Proposal: Conditional Use Permit to construct a 184,770-square foot industrial building with 10,000 square feet of office space for a warehouse distribution facility on 9.8 acres.

Vicinity Map -



21 Hearing Notices Sent on : December 1, 2017

Report Prepared By: Aron Liang, Senior Planner

SITE INFORMATION:
Parcel Size: 9.8 acres
Terrain: Relatively flat vacant site
Vegetation: Non-native grasses

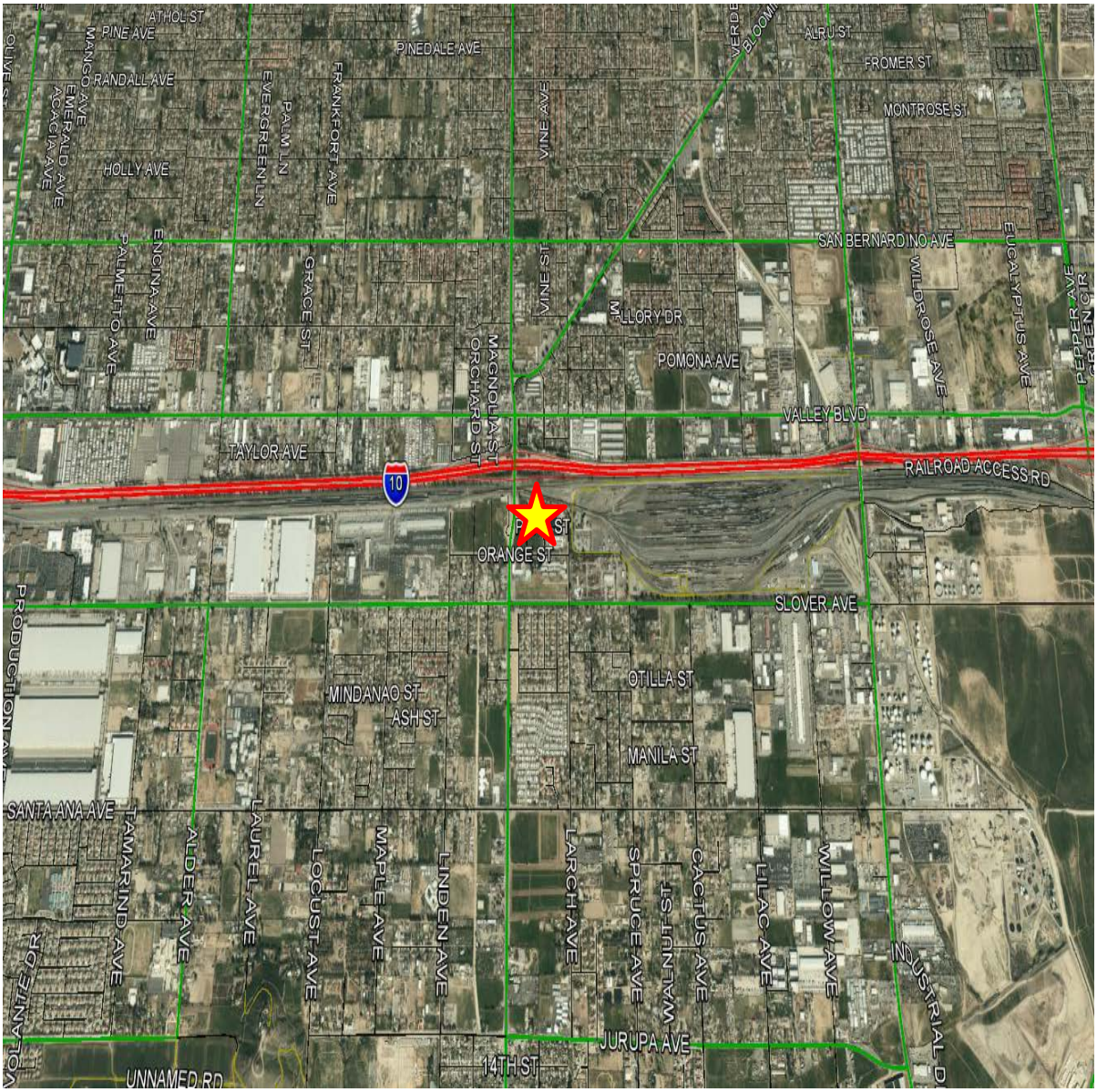
TABLE 1 – SITE AND SURROUNDING LAND USES AND ZONING:

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
SITE	Vacant Land	BL/IC (Bloomington/Community Industrial)
North	Train Tracks and I-10 Freeway	BL/IR (Bloomington/Regional Industrial and CALTRANS
South	Colton Joint Unified School District	BL/IN (Bloomington/Institutional)
East	Existing industrial building	BL/IC (Bloomington/Community Industrial)
West	Cedar Avenue; vacant land approved for Warehouse facility	BL/IC (Bloomington/Community Industrial)

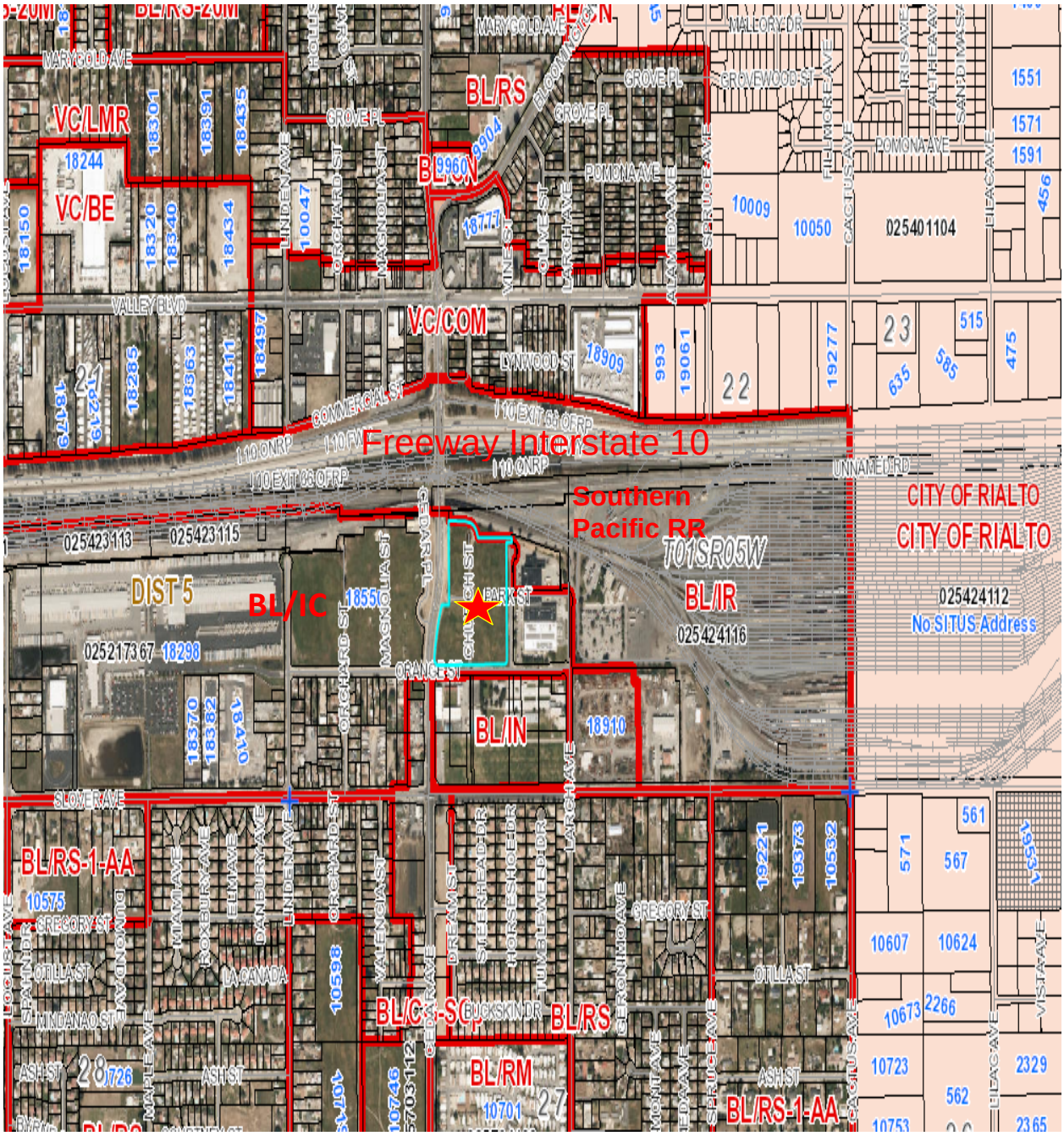
	Agency	Comment
City Sphere of Influence:	City of Rialto	None
Water Service:	West Valley Water District	Will Serve
Sewer Service:	City of Rialto	Will Serve

STAFF RECOMMENDATION: That the Planning Commission **ADOPT** the proposed MND and **APPROVE** the Conditional Use Permit based on the recommended findings and subject to the Conditions of Approval, and **FILE** a Notice of Determination. [1]

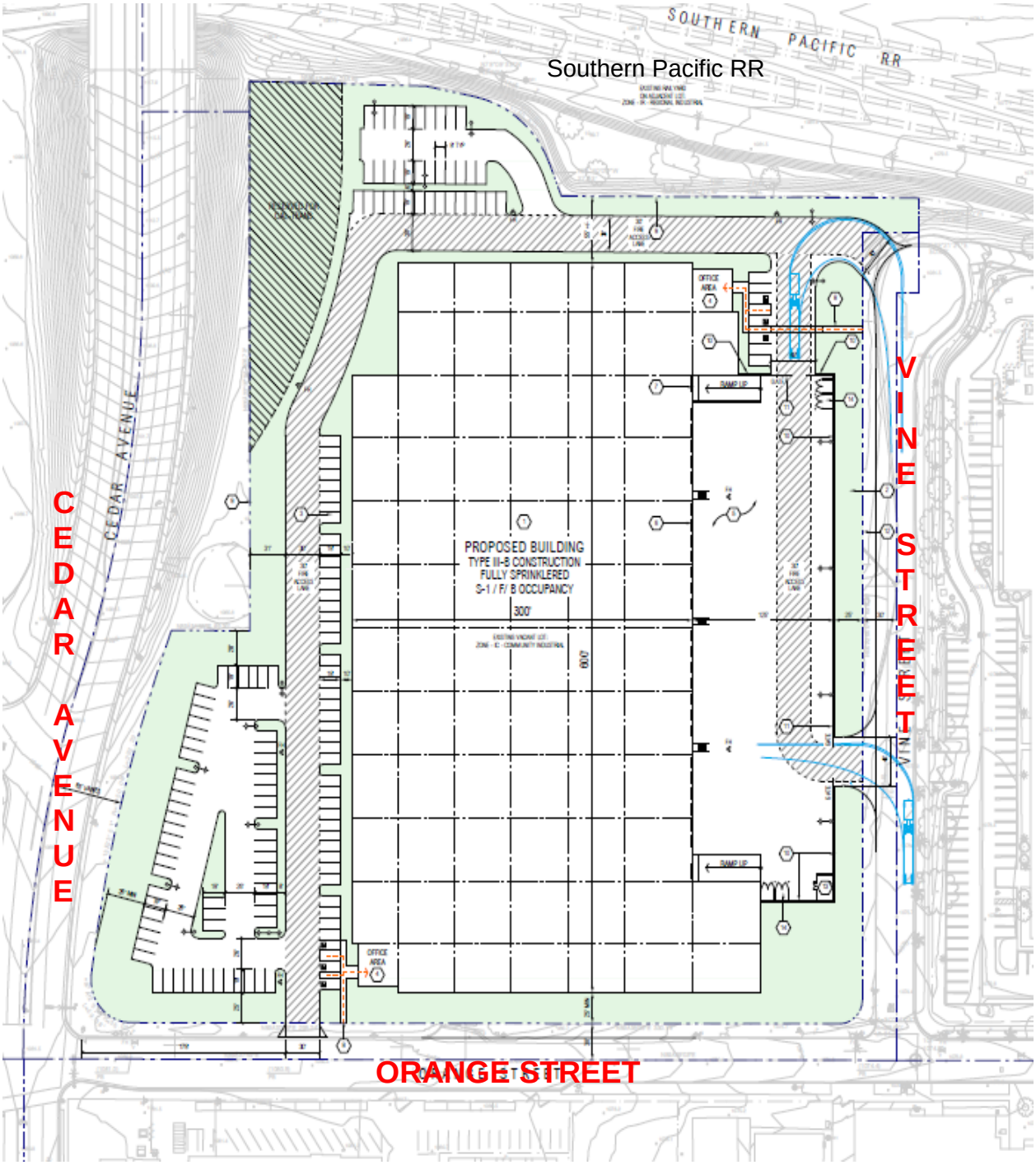
VICINITY MAP:
Aerial view of the Project Site



LAND USE DISTRICT MAP:

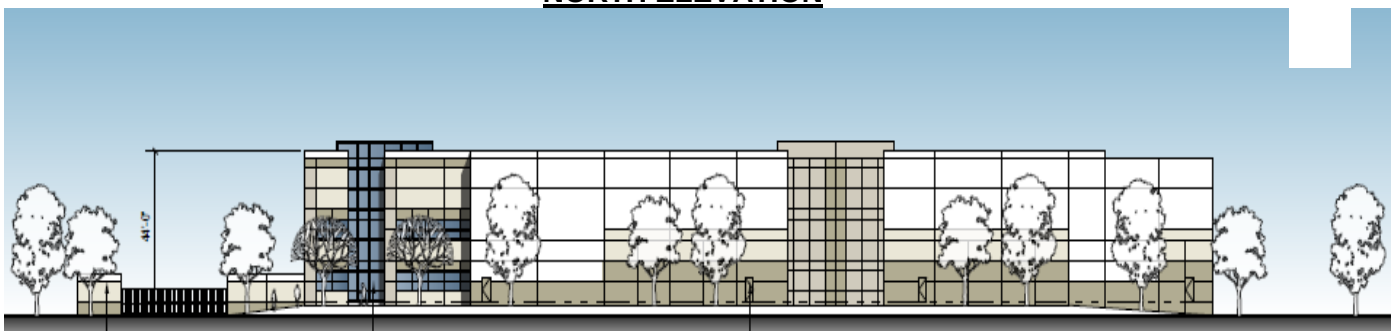


SITE PLAN:

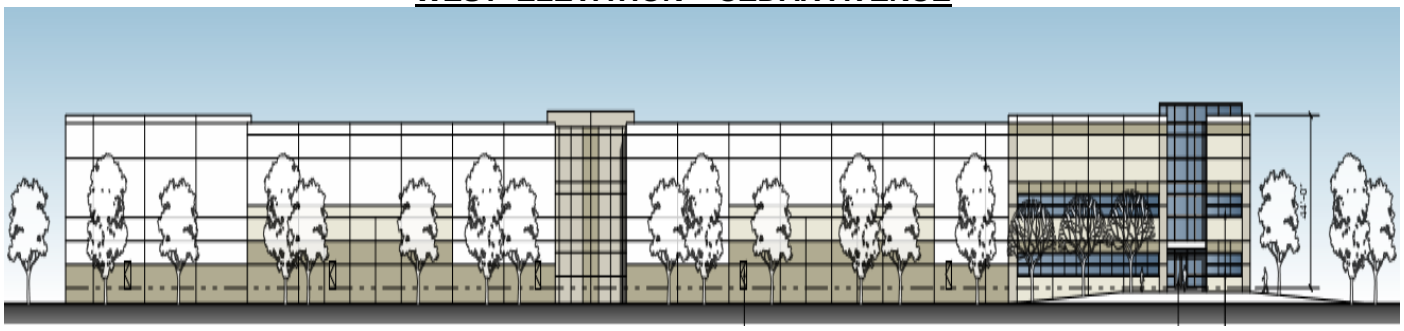

SOUTHERN PACIFIC RR
Southern Pacific RR
CEDAR AVENUE
CEDAR AVENUE
VINE STREET
VINE STREET
ORANGE STREET
PROPOSED BUILDING
TYPE III-B CONSTRUCTION
FULLY SPRINKLERED
S-1 / F/ B OCCUPANCY
300'
OFFICE AREA
RAMP UP

BUILDING ELEVATIONS:

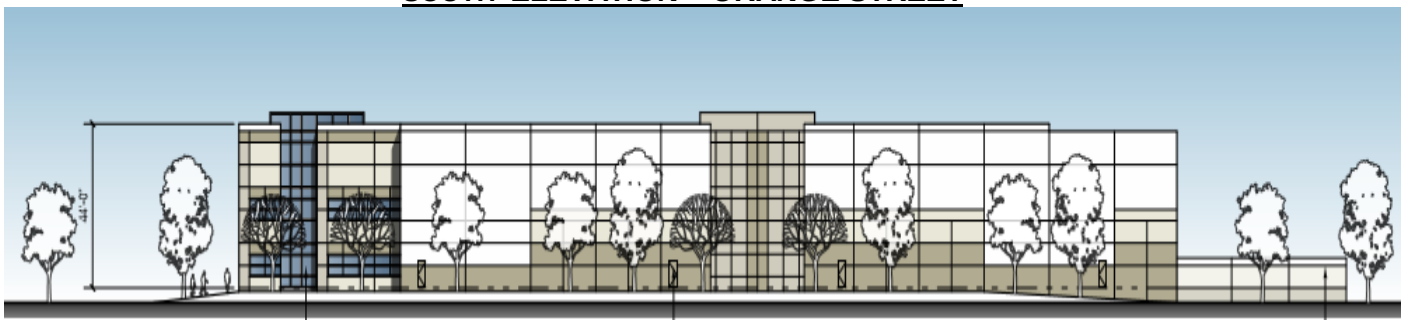
NORTH ELEVATION



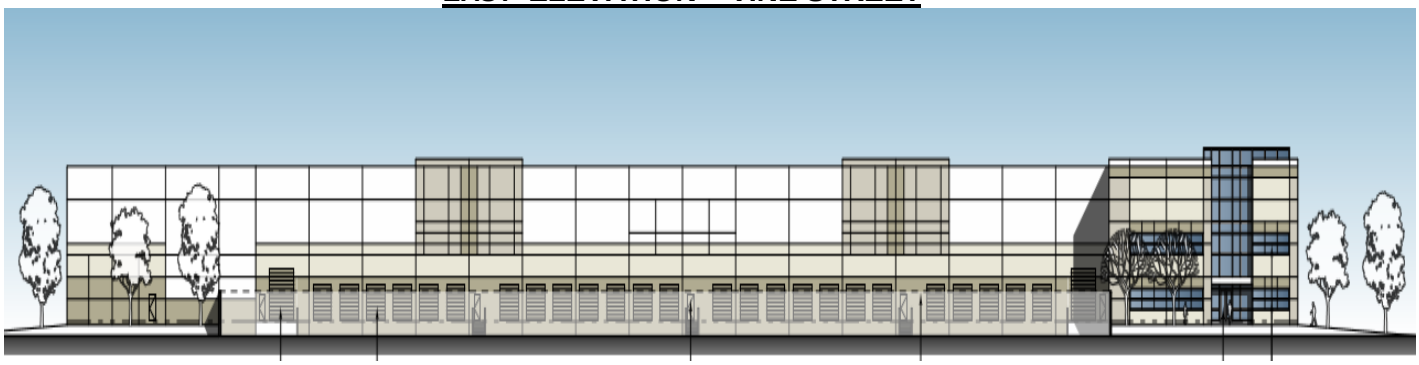
WEST ELEVATION – CEDAR AVENUE



SOUTH ELEVATION – ORANGE STREET



EAST ELEVATION – VINE STREET



SITE PHOTOS

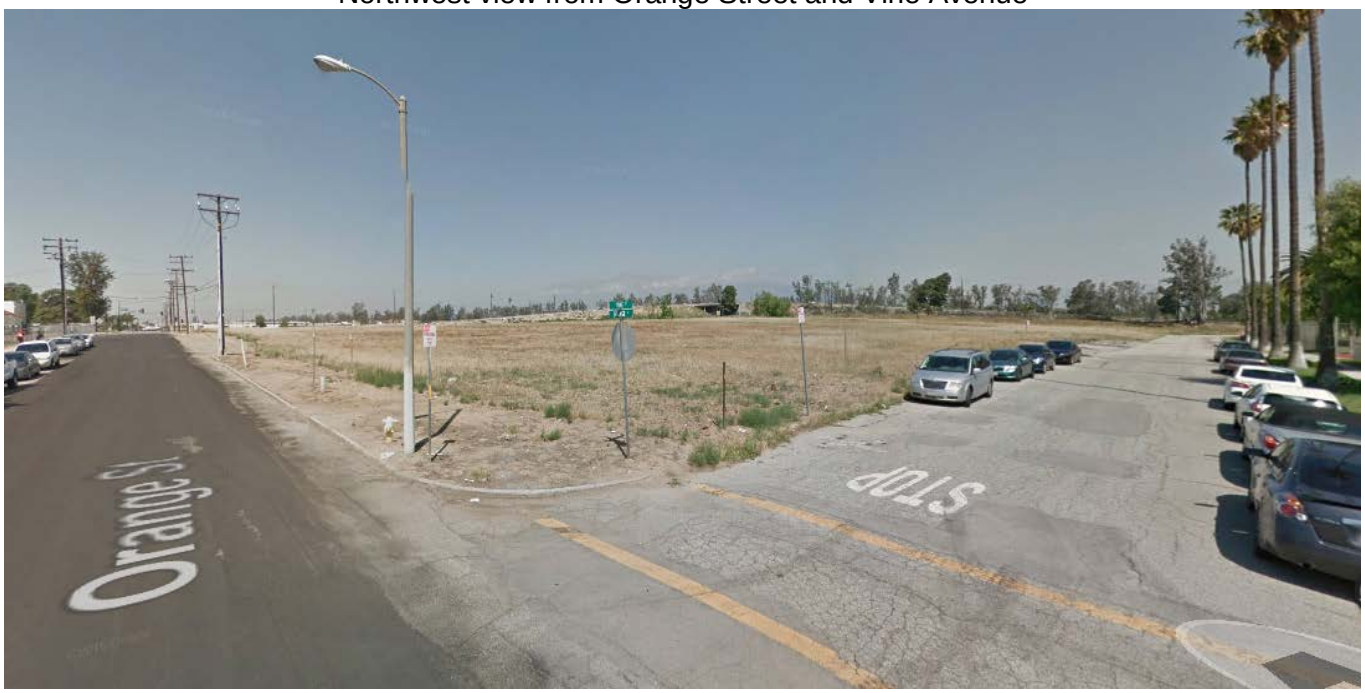
East view from Cedar Avenue

East view from Orange Street

SITE PHOTOS

North view from Orange Street

Northwest view from Orange Street and Vine Avenue



SITE PHOTOS

North view from Vine Street

West view from Vine Avenue

PROJECT DESCRIPTION:

The applicant requests approval of a Conditional Use Permit to construct a 184,770-square foot industrial warehouse distribution center with 10,000 square feet of office space (Project). The Project site is approximately 9.8 acres, located at the northeast corner of Cedar Avenue and Orange Street, in the Community Industrial (IC) zoning district, in the community of Bloomington. The applicant, Howard Industrial Partners, LLC, has presented a detailed project description in a letter of intent (Exhibit D).

The Project site is vacant and relatively flat, with slopes of less than two percent. The surrounding area is urbanized and zoned for industrial use. The scope of the proposed development will consist of site preparation and construction of the proposed distribution center building, with on-site parking and loading areas, landscaping and water quality management improvements. Off-site street and drainage improvements will also be constructed. The warehouse facility will have loading docks on the east side of the building and the truck yard will be surrounded by a 12-foot high concrete tilt-up wall for screening and noise attenuation. The Project perimeter will be landscaped and access to the site will be provided by one commercial driveway on Orange Street for passenger cars and two on Vine Street, to accommodate passenger cars and trucks, designed primarily for truck access to the loading docks.

PROJECT ANALYSIS:

Site Planning: The Project is proposed on a speculative basis, with no tenant(s) pre-identified. The building is designed as a concrete tilt-up cross-dock facility with vertical lift dock-high roll up doors. There would be a total of 27 dock doors on the east side. The truck loading and staging areas on the east side of the warehouse would be screened from public view from Orange Street and Vine Street with the combination of a drought-tolerant 25-foot landscape buffer area and 12-foot high solid concrete screen walls. The Project site plan provides adequate area to accommodate all parking, loading areas, access requirements and landscaping required to comply with development standards of the County Development Code.

Code Compliance Summary: As noted above, the Project satisfies all applicable standards of the Development Code for development in the IC Land Use District, as illustrated in the following Table 2:

Table 2: PROJECT CODE COMPLIANCE

Project Component	Development Code Standard		Project Plans
Warehouse Distribution Facility	CUP		CUP
Parking	114		151
Landscaping	Trees Minimum Landscaping	16 in parking lot 15%	127 24.43%
Building Setbacks	Front Street Side Rear	25’ 25’ 10’	25’ 80’ and 90’ 55’
Building Height	75 feet maximum		44 feet
Floor Area Ratio	.45:1		.44:1
Drive Aisles	26’		30’

Landscaping: The conceptual landscape plan provides 24.43% site coverage in drought-tolerant landscaping, with a variety of trees, groundcover and shrubs, in compliance with Development Code Section 83.10.060, Landscape Area Requirements. The Development Code only specifies a minimum number of trees in the parking area (one tree per 10 spaces). The project exceeds that requirement and has ample tree planting in the perimeter landscaping, with a total of 127 trees.

Hours of Operation: The operator(s)/tenant(s) of the Project have not been pre-identified, so the precise nature of the facility operation cannot be specified at this time. Technical studies performed for the environmental analysis assume a relatively intensive operation of seven days per week in two eight-hour shifts, with an estimate of 50 employees.

Interstate 10 and Cedar Avenue Interchange Improvements

The California Department of Transportation (Caltrans) District 8, in cooperation with the San Bernardino County Transportation Authority (SBCTA) is planning to improve Interstate 10 (I-10) by constructing freeway lanes and improvements through all or a portion of the 33-mile segment from the Los Angeles/San Bernardino County line to Ford Street in Redlands. Cedar Avenue is within this improvement area. Additionally, SBCTA plans to reconstruct the I-10/Cedar Avenue interchange. The interchange improvements include widening the Cedar Avenue bridge at the westbound and eastbound ramp intersections. The I-10/Cedar Avenue interchange is currently in the final design phase and is planned to be open to traffic in 2019. The Project design has been coordinated with the I-10 Corridor improvement project, to be consistent with the design plans for the Cedar Avenue bridge and ramps.

California Environmental Quality Act (CEQA) Compliance

An Initial Study (IS) has been completed in compliance with CEQA (Exhibit E). The IS concludes that the Project will not have a significant adverse impact on the environment with the implementation of recommended Conditions of Approval and mitigation measures contained in the IS, which have been incorporated in the Conditions of Approval (Exhibit C). A Notice of Availability/Notice of Intent to adopt a Mitigated Negative Declaration (MND) was advertised and distributed to initiate a 20-day public comment period, which concluded on November 13, 2017. Four comment letters (Exhibit F) were received from the South Coast Air Quality Management District (SCAQMD), San Bernardino County Department of Public Works, Colton Joint Unified School District, and US Fish and Wildlife. Responses and updates were provided (Exhibit G). Following are summaries of topics addressed in the IS/MND.

Aesthetics: The proposed Project will include a concrete, tilt-up structure, painted in shades of white and gray, with blue glazing on the windows facing Orange Street that are complementary to the existing warehouse facilities in the vicinity. The single-story building will be 44 feet tall, with two office tower design features at the corners of the building to provide vertical articulation. The Project design includes a landscape buffer and screen walls that will hide truck staging and loading activities and dock doors.

Air Quality: The Project air quality analysis shows that the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use would not exceed thresholds of concern as established by the SCAQMD. A dust control plan will be required as a standard condition to regulate short-term construction activities that could create windblown dust. Painting activities will be restricted as needed to comply with SCAQMD standards.

Health Risks: Due to the Project's proximity to residences southwest of the intersection of Orange Street and Cedar Avenue, a Health Risk Assessment was performed to evaluate the impacts of diesel particulate matter (DPM) to sensitive receptors. An estimation of health risks (both cancer and non-cancer) from DPM was performed following guidelines established by the California Air Resources Board (ARB), the California Office of Environmental Health Hazard Assessment (OEHHA), and the SCAQMD. The assessment concludes that health risks of the Project are less than significant.

Water Quality: A Preliminary Water Quality Management Plan (WQMP) has been approved by the Land Development Division of Land Use Services to comply with the requirements of the San Bernardino County National Pollutant Discharge Elimination System (NPDES) Area-wide Stormwater Program. The Project drainage system will collect storm water runoff in two on-site underground infiltration chambers designed and sized to accept storm water flows for on-site percolation within the prescribed period of time to avoid the nuisance of standing water. Requirements for approval of the final WQMP have been incorporated in the conditions of approval.

Greenhouse Gases: The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011, and became effective on January 6, 2012. The GHG Plan establishes a GHG reduction target for the year 2020 that is 15 percent below 2007 emissions. The GHG Plan is consistent with Assembly Bill (AB) 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period.

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate standard measures to reduce GHG emissions. These measures are incorporated in the Conditions of Approval. The GHG Plan establishes 3,000 $MTCO_2eq$ as the screening threshold for projects to be considered to have a less than significant individual and cumulative effect on GHG emissions, with implementation of the standard reduction measures. The estimated GHG emissions of the Project are below this threshold. However, the applicant has voluntarily complied with additional GHG reduction measures, including a solar-ready roof, energy efficient lighting and plumbing fixtures and outlets for refrigeration units at each loading dock. The Project has garnered 102 points in the GHG Plan screening table, and the corresponding reduction measures selected by the developer have been incorporated in the conditions of approval.

Noise: A noise study was prepared to determine the potential impacts of Project-related noise on surrounding properties. The study found that project construction would result in a temporary increase in noise levels in the project vicinity. County noise regulations limit construction activities to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday, excluding federal holidays. To minimize nuisance noise from construction activities, a mitigation measure has been incorporated in the conditions of approval to enforce best management practices during construction.

Traffic: A Traffic Impact Study has been prepared to evaluate potential Project-related traffic impacts. The Project is estimated to generate 863 Passenger Car Equivalent (PCE) trips on a daily basis, with 74 PCE trips (60 inbound and 14 outbound) in the AM peak hour and 77 PCE trips (20 inbound and 57 outbound) in the PM peak hour. The effect of these trips on the surrounding roadway network was analyzed for both near-term Opening Year 2019 conditions, and long-term Horizon Year 2035 conditions. The forecast year 2019 and forecast year 2035 analysis included traffic associated with ambient growth and traffic generated by the proposed project, in addition to a range of cumulative projects anticipated in the study area. A fee program is in place to fund improvements to the regional transportation system. The Project's obligation under this fee program, based on floor area, is estimated to be $1,110,467.70.

Public Comments:

Project notices were sent to surrounding property owners within 300 feet of the Project site, as required by Development Code Section 85.03.080. A notice of availability of the Draft IS/MND was sent to surrounding property owners and responsible agencies, as part of the CEQA process. Four comment letters were received from the SCAQMD, San Bernardino County Department of Public Works, Colton Unified School District, and the US Fish & Wildlife Service (Exhibit F). Responses provided are attached as Exhibit G.

RECOMMENDATION:

That the Planning Commission

1. **ADOPT** the Mitigated Negative Declaration.

2. **APPROVE** the Conditional Use Permit for the construction of an 184,770 sq. ft. warehouse building with 10,000 square feet of office space on 9.8 acres, based on the recommended findings and subject to the recommended Conditions of Approval.

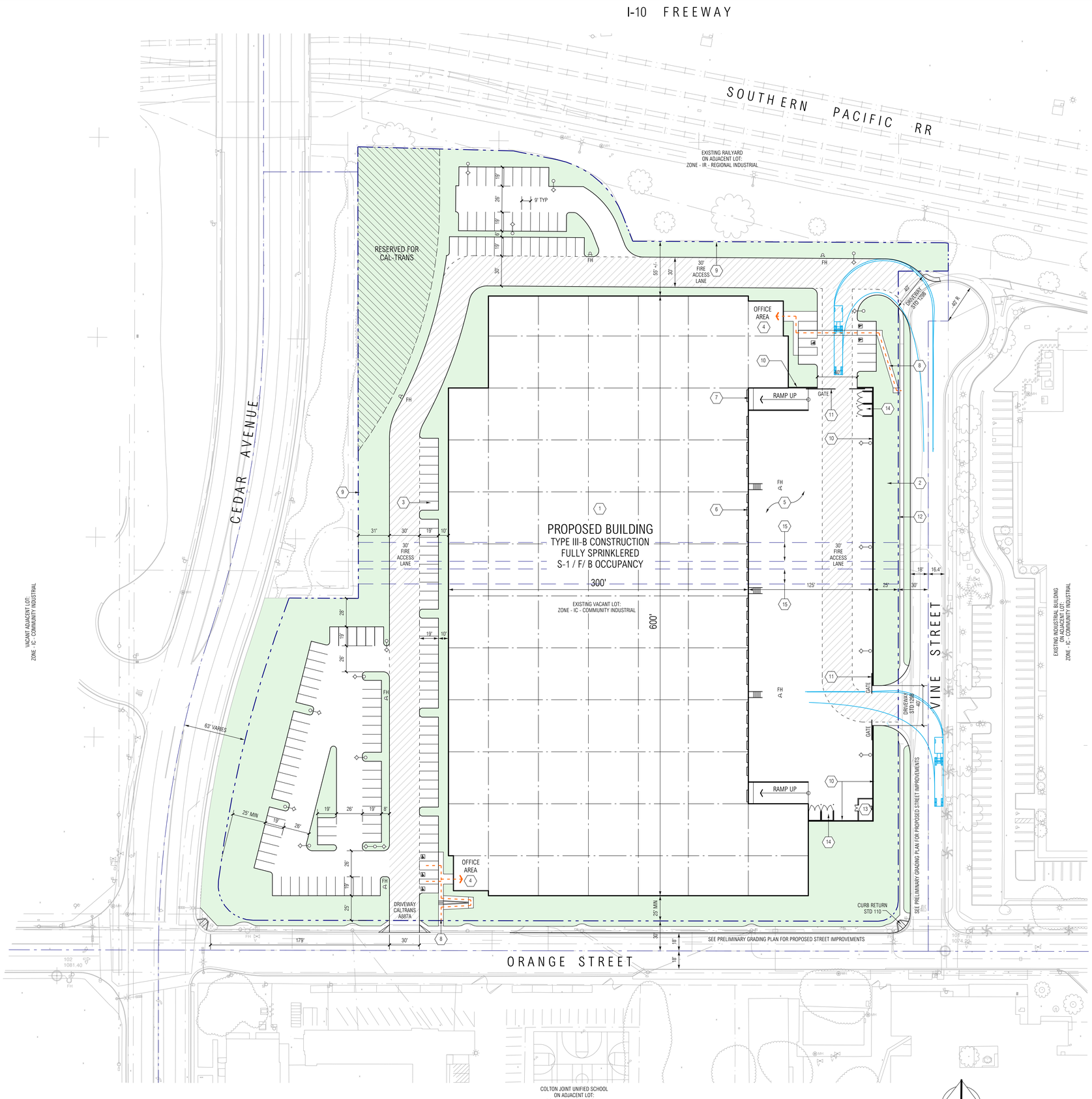
3. **DIRECT** staff to file a Notice of Determination.

ATTACHMENTS:

EXHIBIT A: Site Plan
EXHIBIT B: Findings
EXHIBIT C: Conditions of Approval
EXHIBIT D: Letter of Intent
EXHIBIT E: Initial Study/Mitigated Negative Declaration
EXHIBIT F: Comment Letters from SCAQMD, San Bernardino County Public Works, Colton Joint Unified School District, and US Fish and Wildlife Service
EXHIBIT G: Responses to Comments

EXHIBIT A

SITE PLAN



SITE PLAN

SCALE: 1" = 40'-0"

PROJECT DATA

SITE AREA:	427,452 SF / 9.813 AC
SITE AREAS:	
BUILDING FOOTPRINT	(43.23 %) 184,770 SF
PARKING / PAVED	(32.34 %) 138,256 SF
LANDSCAPING	(24.43 %) 104,426 SF
TOTAL	(100.00 %) 427,452 SF
BUILDING AREA	
FOOTPRINT	184,770 SF
MEZZANINE	0 SF
TOTAL	184,770 SF
CONSTRUCTION TYPE	III-B
SPRINKLERED	FULLY - ESFR
OCCUPANCY	B / S-1

PARKING ANALYSIS

		REQUIRED	PROVIDED
WAREHOUSE	0 - 40,000 SF (1/1,000 SF)	40 STALLS	40 STALLS
	134,770 SF (1/4,000 SF)	34 STALLS	34 STALLS
OFFICE	10,000 SF (1/250 SF)	40 STALLS	77 STALLS
TOTAL	184,770 SF	114 STALLS	151 STALLS
ACCESSIBLE STALLS		5 STALLS	5 STALLS
VAN ACCESSIBLE STALLS		1 STALLS	1 STALLS

KEYNOTES (009)

1. PROPOSED PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL INTERIOR PERIMETERS.
3. TYPICAL STANDARD PARKING STALL MIN. 9' X 19' (OR 17" + 2' OVERHANG) - STRIPE PER COUNTY STANDARDS.
4. ACCESSIBLE BUILDING ENTRY WITH ADJACENT BICYCLE RACKS.
5. CONCRETE PAVED TRUCK YARD.
6. DOCK HIGH TRUCK DOOR. SEE ELEVATIONS FOR ADDITIONAL INFO.
7. GRADE LEVEL RAMP DOOR. SEE ELEVATIONS FOR ADDITIONAL INFO.
8. ON SITE ACCESSIBLE PATH AND CURB RAMPS.
9. 8'-0" BLACK VINYL CHAIN LINK ALONG INTERIOR PROPERTY LINES.
10. NEW PAINTED CONCRETE TILT-UP SCREEN WALL. WALL SHALL BE 12'-0" MIN. AS MEASURED FROM THE TRUCK COURT SIDE.
11. ROLLING / SWINGING 8'-0" HIGH TUBULAR STEEL SECURITY GATE WITH KNOX BOX FOR FIRE DEPARTMENT ACCESS.
12. PUBLIC SIDEWALK
13. FIRE SPRINKLER PUMP HOUSE
14. 6'-0" HIGH CONCRETE TILT - UP TRASH ENCLOSURES FOR REFUSE AND RECYCLING. SIZED FOR MIN. DOUBLE BIN CAPACITY.
15. EXISTING ON-SITE UTILITY EASEMENTS TO BE ABANDONED.

APPLICATION TYPE

NEW BUILDING DEVELOPMENT
COUNTY OF SAN BERNARDINO ZONING - IC COMMUNITY INDUSTRIAL

APN'S

APN # 0253-211-56

COMMUNITY

BLOOMINGTON

LAND OWNER

MC DONALD PROPERTY GROUP
450 NEWPORT CENTER DRIVE, SUITE 625
NEWPORT BEACH, CA 92661
PH: (949) 655-8229

CONTACT: KAREN HICKEY

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
T: 949-341-0920
F: 949-341-0922
CONTACT: DENNIS ROY

APPLICANT

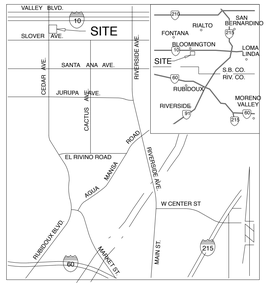
HOWARD INDUSTRIAL PARTNERS, LLC
155 N. RIVERVIEW DRIVE
ANAHEIM HILLS, CA 92808
714-769-9155
THOWARD@HIPRE.NET
CONTACT: TIM HOWARD

LEGAL DESCRIPTION

PARCEL 1 OF PARCEL MAP NO. 14352, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 175, PAGES 1 AND 2 OF PARCL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THRREFROM ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OF HEREAFTER DISCOVERED, INCLUDING , WITHOUT LIMITING THE GENRALITY OF THE FOREGOING , OIL AND GAS AND RIGHTS THERETO, TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHT TO EXPLORE FOR , REMOVE AND DISPOSE OF SAID MINERALS BY ANY MEANS OR METHODS SUTABLE TO GRANTOR, ITS SUCCESSOR AND ASSIGNS, BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE PROPRETY, AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF SAID LANDS OR TO INTERFERE WITH THE USE THEREOF BY GRANTEE, ITS SUCCESSOR OR ASSIGNS , AS RESERVED BY UNION PACIFIC RAILROAD COMPANY, A DELAWARE CORPORATION IN THE DEED RECORDED OCTOBER 26,1998 AS INSTUMENT NO. 19980455009 OF OFFICIAL RECORDS.

VICINITY MAP



GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE SAN BERNARDINO COUNTY DEVELOPMENT CODE.
2. A LANDSCAPING PLAN SHALL BE SUBMIITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
4. THERE ARE NO PROTECTED PLANTS ON SITE.

UTILITIES & SERVICES

WATER:
WEST VALLEY WATER DISTRICT

ELECTRICITY:
SO CAL EDISON

GAS:
SO CAL GAS CO

EXHIBIT A

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CEDAR AVENUE TECHNOLOGY PARK
0000 CEDAR AVENUE
BLOOMINGTON
COUNTY OF SAN BERNARDINO
CALIFORNIA

HOWARD INDUSTRIAL PARTNERS
155 NORTH RIVERVIEW DRIVE
ANAHEIM, CA 92808
714-769-9155
TIM HOWARD

MARK	DATE	DESCRIPTION
DD		
SD	03/30/2017	SCHEMATIC DESIGN

RGA PROJECT NO:	16102.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	16102-00-A1-1P
DRAWN BY:	CF
CHK'D BY:	DR

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RGA, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE
SCHEMATIC SITE PLAN

SHEET: A1-1P

EXHIBIT B

Findings

PROJECT FINDINGS: Conditional Use Permit to construct an 184,770-square foot industrial warehouse distribution center with 10,000 square feet of office/administrative uses, located on the northeast corner of Cedar Avenue and Orange Street, in the Community Industrial (IC) zoning district, in Bloomington.

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, open spaces, setbacks, walls and fences, yards, and other required features pertaining to the application. All setbacks meet the requirements of the Development Code for the proposed land use and the existing zoning. The submitted project plans show adequate design, parking, landscaping, circulation, access, and setbacks and the Project is compatible with the existing development in the area.

2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use. Access to the project site will be provided standard commercial/industrial driveways located on Orange Street, and Vine Street, which will provide legal and physical access to the site and appropriate regional circulation mitigation has been required. On-site circulation drive aisles meet County Fire Department Standards.

3. The proposed use will not have a substantial adverse effect on abutting properties or the allowed use of the abutting properties, which means that the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance. The project has been designed to use building materials, colors and landscaping including shades of white, and gray, with blue glazing on the windows facing Orange Street that are complementary to the existing warehouse facilities to the west and east. The Project design includes a 25-foot landscape buffer and a 12-foot screen walls for screening truck, staging, and loading activities that further enhance the overall aesthetic quality of the development.

4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the County General Plan and any applicable Community or Specific Plan. The proposed Conditional Use Permit site plan, together with the provisions for its design and improvement are consistent with the County General Plan. The Project specifically implements the following goals and policies:

   General Plan Goal LU 4: The unincorporated communities within the County will be sufficiently served by industrial land uses.

   - Goal Implementation: The proposed Project provides additional industrial development opportunities in the community of Bloomington.

   General Plan Goal LU 9: Development will be in a contiguous manner as much as possible to minimize environmental impacts, minimize public infrastructure and service costs, and further countywide economic development goals.
   General Plan Policy LU 9.1: Encourage infill development in unincorporated areas and sphere of influence (SOI) areas.

   Goal ED 1: The County will have a vibrant and thriving local economy that spans a variety of industries, services, and other sectors.

Goal ED 4: The County will assist development of small businesses and encourage new businesses of all sizes.

ED 19.1: Retain and expand trucking, warehousing, and distribution opportunities.

The Project is located within the boundary of the Bloomington Community Plan. Additionally, the Goals and Policies of the Bloomington Community Plan support approval of the Project.

Goal BL/LU 3: Ensure that commercial and industrial development within the plan area is compatible with surrounding uses and meets the needs of local residents.

BL/LU 3.1: Commercial and Industrial development should be located, designed and controlled to protect the character of the surrounding areas. This can be accomplished by:

A. Encouraging commercial and industrial development within existing, well-defined areas within Bloomington.

i. Commercial development shall be located in north Bloomington, generally located between Valley Blvd. and Hwy. 10, and in south Bloomington along Cedar Avenue.

ii. Industrial development shall generally be located south of Hwy. 10 and north of Slover Avenue.

B. Through the development review process, ensure that commercial and industrial activities are compatible with surrounding land uses in terms of visual appearance, traffic generation, noise, and air quality effects.

C. During the development review process, ensure that the site design establishes buffers between commercial/industrial development and adjacent residential uses. Suitable buffers may include using transitional uses such as office commercial or low-intensity retail uses, parkways, landscaping or other design standards and screening methods.

The Project will not conflict with any applicable adopted land use plan, policy, or regulation or an agency with jurisdiction over the Project.

5. There is supporting infrastructure, existing or available, consistent with the intensity of the development, to accommodate the proposed Project without significantly lowering service levels. The developer will be required to construct road improvements, as well as contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other needed improvements in the area. The use will not substantially interfere with the present or future ability to use solar energy systems.

6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the overall public health, safety and general welfare because the conditions of approval include measures to reduce air quality and traffic impacts and enforce performance standards of the County Development Code.

7. The design of the Project site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, through the orientation and design with adequate building setbacks and the future ability to construct rooftop solar facilities.

8. There is no substantial evidence that the Project will have a significant effect on the environment because an Initial Study has been completed for the proposed Project and it is determined, on the basis of staff's independent evaluation, that the Project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The Mitigated Negative Declaration for this Project reflects the County's independent judgment in making this decision. Therefore, adoption of a Mitigated Negative Declaration is recommended.

EXHIBIT C

Conditions of Approval

EXHIBIT C
CONDITIONS OF APPROVAL
Cedar Technology Center P201600435

GENERAL REQUIREMENTS
Ongoing and Operational Conditions

LAND USE SERVICES – Planning Division 909.387.8311

1. Project Description. This Conditional Use Permit approval is for the construction of an 184,770-square foot industrial warehouse building with 10,000 square feet of office area to be used as a warehouse distribution facility on 9.8 acres, in the Community Industrial (BL/IC) zoning district, in compliance with the San Bernardino County Code (SBCC), California Building Codes, San Bernardino County Fire Code, California Fire Code, the Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations and landscape plans).

2. Project Location. The Project site is located at the northeast corner of Cedar Avenue and Orange Street, in Bloomington.

3. Conditions of Approval: The developer shall provide a copy of the approved conditions and the site plan to every current and future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: 0253-211-56 and Project Number: P201600435.

4. Revisions. Any proposed change to the approved use/activity on the site; or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to structures, building locations, elevations, signs, parking allocation, landscaping, lighting, allowable number of occupants (clients and/or employees); or a proposed change in the conditions of approval, including operational restrictions from those shown either on the approved site plan and/or in the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be approved by the County. The developer shall prepare, submit with fees, and obtain approval of the application prior to implementing any such revision or modification. (SBCC §86.06.070)

5. Continuous Effect/Revocation. All Conditions of Approval applied to this project shall be effective continuously throughout the operative life of the project for the approved use. Failure of the property owner, tenant, applicant, developer or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.

6. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its "indemnities" (herein collectively the County's elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

   Any Condition of Approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney's fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

   The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitee's "passive" negligence but does not apply to the indemnitee's "sole" or "active" negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

7. Expiration. This project permit approval shall expire and become void if it is not "exercised" within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either
   a. The permittee has commenced actual construction or alteration under a validly issued Building Permit, or
   b. The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a Building Permit. [SBCC §86.06.060]

   Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:
   - Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
   - The County determines the land use to be abandoned or non-conforming.
   - The County determines that the land use is not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

   PLEASE NOTE: This will be the ONLY notice given of the expiration date. The developer is responsible for initiation of any Extension of Time application.

8. Extension of Time. County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Time application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)

9. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

10. Project Account. The Job Costing System (JCS) account number is P201600435. This is an actual cost project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of $1000 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).

11. Condition Compliance. In order to obtain construction permits for grading, building, final inspection, and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
    a) Grading Permits: a copy of the signed CCRF for grading/land disturbance and two "red" stamped and signed approved copies of the grading plans.
    b) Building Permits: a copy of the signed CCRF for building permits and three "red" stamped and signed approved copies of the final approved site plan.
    c) Final Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by County Planning.

12. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:
    a) FEDERAL: None
    b) STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region
    c) COUNTY: Land Use Services – Planning, Building and Safety, Land Development, Code Enforcement; Public Health – Environmental Health Services; Special Districts; Public Works – Traffic, Surveyor, Solid Waste; County Fire – Community Safety, Hazardous Materials
    d) LOCAL: City of Rialto

13. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
    a) Annual maintenance and repair. The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
    b) Graffiti and debris. The developer shall remove graffiti and debris immediately through weekly maintenance.
    c) Landscaping. The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
    d) Dust control. The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
    e) Erosion control. The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
    f) External Storage. The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
    g) Metal Storage Containers. The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
    h) Screening. The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
    i) Signage. The developer shall maintain all on-site signs, including posted area signs (e.g. "No Trespassing") in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
    j) Lighting. The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
    k) Parking and on-site circulation. The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires Planning Division review and approval. Markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled parking and path of travel, directional signs, pedestrian crossing, speed humps and "No Parking", "Carpool", and "Fire Lane" designations.
    l) Fire Lanes. The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including "No Parking" designations and "Fire Lane" designations.

14. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in SBCC Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste. In addition to these, none of the following shall be perceptible without instruments at any point outside the project boundaries at adjoining property lines:
    a) Odors: No offensive or objectionable odor.
    b) Emissions: No emission of dirt, dust, fly ash and other forms of particulate matter.
    c) Smoke: No smoke of a greater density than that described in No. 2 on the Ringelmann Smoke Chart, as published currently by the United States Bureau of Mines, shall be emitted from any project source.
    d) Radiation: No dangerous amount of radioactive emissions.
    e) Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.
    f) Glare: No intense glare that is not effectively screened from view at any point outside the project boundary.

15. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign alternating no more than once every five seconds.

16. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.

17. Water Conservation. Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.

18. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

19. Signs. All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, Sign Regulations, SBCC §83.07.040, Glare and Outdoor Lighting Mountain and Desert Regions, and SBCC Chapter 82.19, Open Space Overlay as it relates to Scenic Highways (§82.19.040), in addition to the following minimum standards:
    a. All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable.
    b. All sign lighting shall not exceed 0.5 foot-candle.
    c. No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety.
    d. Monument signs shall not exceed four feet above ground elevation and shall be limited to one sign per street frontage.

20. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

21. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate, which may be closed after normal working hours.

22. AQ/Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]

b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.

c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.

d) On-site electrical power connections shall be provided.

e) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.

f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
[Mitigation Measure III-1] General Requirements/Planning

23. Truck Queues. All commercial vehicles are restricted from queuing in excess of 5 minutes on Vine Street ingress/egress points to minimize diesel particulate emissions to sensitive receptor sites.

24. Local Labor. The Developer and future operators of the Project shall make a good faith effort to employ residents of San Bernardino County for the construction and operation of the Project. Good faith efforts shall include but not be limited to utilizing local advertising and outreach for employee recruitment.

LAND USE SERVICES DEPARTMENT – Code Enforcement Division 909.387.8311

25. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and "developer" shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and "developer" (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.

26. Weed Abatement. The Applicant shall comply with San Bernardino County weed abatement regulations [SBCC §23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311

27. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.

28. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.

29. Additional Drainage Requirements. In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

30. Continuous BMP Maintenance. The property owner/"developer" is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.

31. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

PUBLIC HEALTH – Environmental Health Services 800.442.2283

32. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.

33. Septic System. The septic system shall be maintained so as not to create a public nuisance and shall be serviced by a DEHS permitted pumper. For information, please call DEHS/Wastewater Section at: 1-800-442-2283.

34. Refuse Storage/Removal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that visual or other impacts and environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least one time per week, or as often as necessary

to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least two times per week, or as often as necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with SBCC Chapter 8, §33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186

35. Project vehicles shall not back out into the public roadway.

36. Access. Access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961

37. Franchise Hauler Service Area – This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec).

38. Recycling Storage Capacity. The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.

39. Mandatory Commercial Recycling. Beginning July 1, 2012, all businesses defined to include a commercial or public entity that generates four or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of five or more must arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341.

40. Mandatory Trash Service – This project falls within a Uniform Handling Service area. If uniform handling is implemented in all or part of a particular franchise area, all owners or a dwelling or a commercial or industrial unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.

41. Mandatory Organics Recycling – As of April 2016, the State of California through AB 1826 (Enacted October 2014), requires businesses that generate eight (8) cubic yards of organics per week to recycle. A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics though not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational.

COUNTY FIRE DEPARTMENT – Community Safety Division (760) 995-8190) / (909) 386-8465/LOCAL FIRE JURISDICTION

42. Fire Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein ("Fire Department"). Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.

43. Fire Fee. The required fire fees (currently $1,598) shall be paid to the San Bernardino County Fire Department/Community Safety Division. (909) 386-8400.

44. Construction Permits. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred with 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

45. Additional Requirements. In addition to the Fire requirements stated herein, other on-site and off-site improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY

The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311

46. *AQ-Dust Control Plan. The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:*
    a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
    b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
    c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
    d) Storm water control systems shall be installed to prevent off-site mud deposition.
    e) All trucks hauling dirt away from the site shall be covered.
    f) Construction vehicle tires shall be washed, prior to leaving the project site.
    g) Rumble plates shall be installed at construction exits from dirt driveways.
    h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
    i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

47. *AQ - Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*
    a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
    b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
    c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
    d) All gasoline-powered equipment shall have catalytic converters.
    e) Provide onsite electrical power to encourage use of electric tools.
    f) Minimize concurrent use of equipment through equipment phasing.
    g) Provide traffic control during construction to reduce wait times.

h) Provide on-site food service for construction workers to reduce offsite trips.
i) Implement the County approved Dust Control Plan (DCP)
j) Suspend use of all construction equipment operations during second stage smog alerts.
NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

48. *<u>AQ – Coating Restriction Plan.</u> The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:*

    a. Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
    b. Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
    c. High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
    d. Pre-coated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
    e. Comply with SCAQMD Rule 1113 on the use or architectural coatings.

[Mitigation Measure III AQ1 – AQ5] Prior to Grading Permit/Planning

49. *<u>BIO-1 Burrowing Owl Pre-construction Survey</u>: A pre-construction surveys for Burrowing Owl (BUOW) shall be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. Preconstruction BUOW surveys shall be conducted according to the 2012 CDFW Staff Report on Burrowing Owl Mitigation guidelines onsite prior to construction or site preparation activities.*

    The results of the survey shall be submitted to the County of San Bernardino and the California Department of Fish & Wildlife (CDFW) within 14 days following completion. If active burrows are detected, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable California Department of Fish and Game (CDFG) Code requirements:

    a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.
    b. In the event that the pre-construction survey identifies the presence of at least one Individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the County of San Bernardino Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.

    <u>BIO 2. Nesting Bird Pre-Construction Survey:</u> As a condition of approval for all grading permits, vegetation clearing, or ground disturbance, within 30 days prior to such activities occurring during the nesting/breeding season (Mid-February through August 31), a migratory bird nesting survey must be completed in accordance with the following requirements:

    a. A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.
    b. A copy of the migratory nesting bird survey results report shall be provided to the County of San Bernardino Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The

approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

[Mitigation Measure IV BIO1 – IV BIO2] - Prior to Grading Permit/Planning

50. *Cultural Resources Monitoring:*

CR-1. Undiscovered Cultural Resources. If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards [36 CFR § 6])) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

CR-2. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

CR-3. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

CR-4. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.

a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).

b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

[Mitigation Measure V CR1 – V CR4] - Prior to Grading Permit/Planning

51. *Geology andSoils:*

GS-1. The Project is required to comply with the California Building Standards Code as adopted by the County of San Bernardino to preclude significant adverse effects associated with seismic hazards. A design-phase geotechnical report will be produced and its recommendations will be implemented during site grading and construction. The following conditions are recommended:

- *Once project grading and foundation plans are prepared and available, the project geotechnical consultant shall review the grading and foundation plans relative to the geotechnical recommendations in the above referenced report and provide an updated report and/or supplement if determined to be necessary. The geotechnical consultant shall stamp and wet-sign the grading and foundation plans which shall be submitted the County for review and approval as part of the plan check process.*
- *The Project Geotechnical Engineer shall perform inspection and density testing during grading. Upon completion of rough grading, the Geotechnical Engineer shall prepare a compaction report that includes the results of compaction testing and a plat or other suitable map showing the location of compaction tests. In addition, the report shall summarize the results of in-grading inspections and shall indicate whether the grading has been conducted in accordance with the recommendations of the approved geotechnical report. The report shall be submitted to Building and Safety with appropriate fees for review and approval.*
- *The Project Geotechnical Engineer shall inspect and approve footing excavations prior to placement of forms, steel, or pouring of concrete.*

GS-2. The project shall comply with National Pollutant Discharge Elimination System (NPDES) requirements for control of discharges of sediments and other pollutants during construction. A Storm-water Pollution Prevention Plan (SWPPP) will be prepared and submitted to the State Water Resources Control Board. The project will obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) in effect at the time of grading permit application. The SWPPP will require preparation of an Erosion & Sediment Control Plan. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic Inspection of the construction site by County of San Bernardino staff or its designee to confirm compliance

GS-3. The project shall comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a Water Quality Management Plan (WQMP) in compliance with the Municipal Separate Storm Sewer System (MS4) Permit in effect for the Santa Ana Regional Water Quality Control Board (RWQCB) at the time of grading permit application.
[Mitigation Measure VI GS1 – VI GS-3] - Prior to Grading Permit/Planning

52. *Construction Noise:*
NSE-1. Install minimum 6-foot high temporary construction noise barriers at the Project's southern site boundary adjacent to sensitive receivers on Orange Street, as shown on Exhibit 10-A, for the duration of Project construction. The noise control barriers must have a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows:

• The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
• The noise barrier must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired;
• The noise control barrier and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

NSE-2. During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

NSE-3. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the north).
[Mitigation Measure XII NSE1 – XII NSE3] - Prior to Grading Permit/Planning

53. *Hazards and Hazardous Materials.*
HAZ-1. The project is subject to all applicable federal, state, and local laws and regulations regarding hazardous materials including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

54. The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

a) During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.

b) The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

c) The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.

d) The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

e) The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311

55. Retaining Wall Plans: Submit plans and obtain separate building permits for any required walls or retaining walls.

56. Geotechnical (Soil) Report. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.

57. Grading Plans: Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance.

58. Erosion & Sediment Control Plan. An erosion and sediment control plan shall be submitted to and approved by the Building Official.

59. Erosion Control Installation. An erosion control permit shall be obtained and devices installed prior to any land disturbance. No sediment is to leave the job site.

60. NPDES Permit. An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. www.swrcb.ca.gov

61. Regional Board Permit Letter: CONSTRUCTION projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

62. Once project grading and foundation plans are prepared and available, the project geotechnical consultant shall review the grading and foundation plans relative to the geotechnical recommendations in the above referenced report and provide an updated report and/or supplement if determined to be necessary. The geotechnical consultant shall stamp and wet-sign the grading and foundation plans which shall be submitted the County for review and approval as part of the plan check process.

63. The Project Geotechnical Engineer shall perform inspection and density testing during grading. Upon completion of rough grading, the Geotechnical Engineer shall prepare a compaction report that includes the results of compaction testing and a plat or other suitable map showing the location of compaction tests. In addition, the report shall summarize the results of in-grading inspections and shall indicate whether the grading has been conducted in accordance with the recommendations of the approved geotechnical report. The report shall be submitted to Building and Safety with appropriate fees for review and approval.

LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311

64. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A $550 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

65. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.

66. Grading Plans. Grading plans shall be submitted for review and approval obtained, prior to construction. All Drainage improvements shall be shown on the Grading plans according to the approved Drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

67. On-site Flows. On-site flows need to be directed to the drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.

68. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A $2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (http://www.sbcounty.gov/dpw/land/npdes.asp) .

69. WQMP Inspection Fee. The developer shall provide a $3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

PUBLIC HEALTH – Environmental Health Services 800.442.2283

70. The project area has a high probability of containing vectors. DEHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to DEHS/Land Use. For information, contact Vector Control at (800) 442-2283.

COUNTY FIRE DEPARTMENT – Community Safety Division (760) 995-8190) / (909) 386-8465/LOCAL FIRE JURISDICTION

71. Access. The development shall have a minimum of 2 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.

72. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix IIIA of the Uniform Fire Code.

DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149

73. Monumentation. If any activity on this project will disturb any land survey monumentation, including be not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying prior to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor to Section 8771(b) Business and Professions Code).

PRIOR TO ISSUANCE OF BUILDING PERMITS

The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311

74. Architecture. Architectural elevations are considered conceptual. Final details with colors and material samples shall be submitted to the Planning Division for approval prior to building plan check submittal.

75. Lighting Plans. The developer shall submit for review and approval to County Planning a photometric study demonstrating that the project light does not spill onto the adjacent properties, or public streets. Lighting fixtures shall be oriented and focused to the onsite location intended for illumination (e.g. walkways). Lighting shall be shielded away from adjacent sensitive uses, including the adjacent residential development, to minimize light spillover. The glare from any luminous source, including on-site lighting, shall not exceed 0.5 foot-candle at the property line. This shall be done to the satisfaction of County Planning, in coordination with County Building and Safety.

76. Trash/Recyclables Receptacles. All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by six-foot high masonry walls with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.

77. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

78. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code, as well as the Blooming Community Plan requirements. The developer shall submit four copies of a landscape and irrigation plan to County Planning.

79. Warehouse Renewable Energy Incentive Program (GHG Reduction Measure R2E7). The project shall be designed to have solar ready roof (sturdy roof and electric hookups). (2 points)

80. Energy Efficiency for Commercial Development (GHG Reduction Measure R2E7). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below:
    - Windows – Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC) (15% > Title 24) (7 Points)
    - Daylighting – All rooms daylighted (7 points)

81. Employment Based Trip and VMT Reduction Policy (GHG Reduction Measure R2T2). The project shall include the following programs:
    - Bike lockers and secure racks (1 point)

82. Potable Water - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The project shall include the following potable water reduction measures that exceeds the current Title 24 energy efficiency requirements as indicated below:
    - Water Efficient Irrigation Systems – Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use) (5 points).

83. Renewable Fuel/Low Emission Vehicles (EV Charging Stations) Reduction Goal (GHG Reduction Measure R2T5) The project shall include the following renewable fuel/low emissions vehicles: :
    - Electric Vehicles – Provide public charging station for use by an electric vehicle (demonstrate 80 reduced charging station) (80 points).

LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311

84. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.

85. The Project Geotechnical Engineer shall inspect and approve footing excavations prior to placement of forms, steel, or pouring of concrete.

LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311

86. Road Dedication/ Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

Vine Street (Local)

- Street Improvements. Design curb and gutter with match up paving 18 feet from centerline.

- Sidewalks. Design sidewalks per County Standard 109 Type "B".

- Curb Returns and Sidewalk Ramps. Curb returns shall be designed per County Standard 110 and Caltrans Standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.

- Cul-de-sac Design. The proposed cul-de-sac shall be designed and constructed full width to County Standards. The map shall be revised as necessary to accomplish this.

Orange Street (Local)

- Street Improvements. Design curb and gutter with match up paving 18 feet from centerline.

- Sidewalks. Design sidewalks per County Standard 109 Type "C".

- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans Standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

- Driveway Approach. Design driveway approach per 2010 Caltrans Driveway Standard Detail A87A (W=24' min – 34 max), and located per San Bernardino County Standards 130.

Cedar Avenue (Major Hwy)

- Curb Returns and Sidewalk Ramps. The Curb return and sidewalk ramp at the intersection of Orange Street and Cedar Avenue shall be designed with 75 feet radius to accommodate the Cedar Avenue/HWY 10 Interchange alignment design, and shall be designed per County Standard 110 and Caltrans Standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

- Access Easement. A 30 feet wide access easement with 24 feet wide gated access shall be provided to County of San Bernardino for slope maintenance purposes on Cedar Avenue. Proof of recordation shall be provided to the Land Development Division.

- Slope Maintenance Easement. A minimum 10 feet wide maintenance easement shall be provided to County of San Bernardino along the Cedar Avenue ultimate R/W for slope maintenance purposes. Proof of recordation shall be provided to the Land Development Division.

87. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.

88. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of-way is acquired.

89. CMRS Exclusion. Road improvements required for this development on Vine Street shall not be entered into the County Maintained Road System (CMRS).

90. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

91. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction.

92. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division, Permits Section of County Public Works, prior to any placement of base materials and/or paving.

93. Turnarounds. Turnarounds at dead end streets shall be in accordance with the requirements of the County Department of Public Works and Fire Department.

94. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.

95. Street Gradients. Road profile grades shall not be less than 0.5 percent unless the engineer, at the time of submittal of the improvement plans, provides justification to the satisfaction of the Department of Public Works confirming the adequacy of the grade.

96. *Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $6.01 per square foot for industrial use, which includes the 184,770 sq. ft. building per the site plan dated 08/07/2017.*

    Therefore, the estimated Regional Transportation Fees for the Project is $1,110,467.70 ($6.01 per sq. ft. x 184,770 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website: http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx
    [Mitigation Measure XVI TT1] Prior to Building Permit/County Land Development

SPECIAL DISTRICTS – (909) 387-5940

97. This project lies within the sphere area of County Service Area 70, Zone SL-1. If street lighting is required, then street lighting plans, plan check fees and (3) three-year advanced energy charges must be submitted to and approved by Special Districts Department. Please submit plans and plan check fees to Special Districts Department, 157 W. St., 2f'ld Floor, San Bernardino, CA 92415-0450. For additional information regarding street light plans, please call Special Districts Department, Lien Administration Section at (909)387-5829.

98. This project falls within the boundaries of the Bloomington Recreation and Park District. Construction activities and site development have impacts to the park facilities located within this district. Therefore, developer impact fees to mitigate any influence this project may apply. Please forward a site plan and an Initial Study/ Environmental Impact Report to the Special Districts Department for further evaluation at: 157 W. 51h St., 2nd Floor, San Bernardino, CA 92415-0450.

DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186

99. A Traffic signal modification plan is required for the intersection at the northeast corner of Cedar Ave and Orange Street.

PUBLIC HEALTH – Environmental Health Services 800.442.2283

100. Water. Water purveyor shall be West Valley Water District.

101. Water Letter. The Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. The letter shall reference Assessor's Parcel Number (APN): 0253-211-56. For projects with current active water connections, a copy of water bill with the project address may suffice. For information, contact the Water Section at 800.442.2283.

102. Sewer. Method of sewage disposal shall be City of Rialto.

103. Sewer Letter. The Applicant shall procure a verification letter from the sewering agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the water agency. The letter shall reference APN: 0253-211-56.

104. If sewer connection and/or service are unavailable, onsite wastewater treatment system(s) may then be allowed under the following conditions: A soil percolation report shall be submitted to DEHS for review and approval. If the percolation report cannot be approved, the project may require and alternative OWTS. For information, please contact the Wastewater Section at 1-800-442-2283.

105. Verification of Service. Submit verification of service approval to DEHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at: 909-383-9900.

106. Written clearance shall be obtained from the designated California Regional Water Quality Control Board (Listed below) and a copy forwarded to the Division of Environmental Health Services

   A. Santa Ana Region, 3737 Main Street, Suite 500, Riverside, CA 92501-3339, 951-782-4130

107. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standards, SBCC §83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance with noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800.442.2283.

108. Food Establishments. Plans for wholesale food distributors or other food establishments shall be reviewed and approved by DEHS. For information, call DEHS/Plan Check at: 1-800-442-2283.

COUNTY FIRE DEPARTMENT – Community Safety Division (760) 995-8190/ (909) 386-8465/LOCAL FIRE JURISDICTION

109. Building Plans. Building Plans. No less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval. Additional $699.00 for pump house construction.

110. Primary Access Paved. Prior to building permits being issued to any new structure, the primary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions (Fire# F-9), including width, vertical clearance and turnouts, if required.

111. Water System Large Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. The applicant is required to provide a minimum of one new six (6) inch fire hydrant assembly with one (1) two and one half (2 1/2) inch and two (2) four (4) inch outlet. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than one hundred fifty (150) feet from any portion of a structure.

112. Single Story Road Access Width: All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.

113. Multi-Story Road Access Width:
Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height.

114. High-Piled Storage. The applicant shall submit an application for high-piled storage (internal storage over 12' in height), three (3) sets of detailed plans and a commodity analysis report to the Fire Department for review and approval. The applicant shall submit the approved plan to Building and Safety for review with building plans. If the occupancy classification is designated as S-2, commodities to be stored will be limited to products of light hazard classification only. The required fees shall be paid at the time of plan submittal.

115. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road.

116. Street Sign. This Project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior to any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed.

DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149

117. Record of Survey. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
    a. Monuments set to mark property lines or corners;
    b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
    c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961

118. Construction and Demolition Waste Management Plan (CDWMP) Part 1 – The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights or volumes of solid waste materials expected to be generated from construction. The CDWMP shall include options to divert from landfill disposal, materials for reuse or recycling by a minimum of 50% of total weight or volume. Forms can be found on our website at http://cms.sbcounty.gov/dpw/solidwastemanagement.aspx. An approved CDWMP Part 1 is required before a demolition permit can be issued.

PRIOR TO FINAL INSPECTION OR OCCUPANCY

The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311

119. Installation of Improvements. All required on-site improvements shall be installed per approved plans.

120. Shield Lights. Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, “Glare and Outdoor Lighting” (i.e. “Dark Sky Ordinance).

121. CCRF/Occupancy. Prior to occupancy/use, all Condition Compliance Release Forms (CCRF) shall be completed to the satisfaction of County Planning with appropriate authorizing signatures from each affected agency.

122. Screen Rooftop. All roof top mechanical equipment is to be screened from ground vistas.

123. Landscaping/Irrigation. All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.

124. Wheel Stops. All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.

125. Signs. Prior to occupancy, the developer shall provide verification that the one freestanding sign is installed. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations.

126. Disabled Access. Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.

127. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201500091 shall be paid in full.

128. GHG – Installation/Implementation. The developer shall submit for review and obtain approval from County Planning evidence that all applicable GHG reduction measures have been installed, implemented and that specified performance objectives are being met.

LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311

129. Condition Compliance Release Form Sign-off: Prior to occupancy all Department/Division requirements and sign-off's shall be completed.

LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311

130. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.

131. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311

132. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.

133. Road Improvements. Construction of non-county maintained roads and related drainage improvements on Vine Street shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer, identifying all supporting engineering criteria. Only the off-site improvements on Orange Street will be inspected and approved by County Public Works. Completion of road and drainage improvements does not imply acceptance for maintenance by the County.

134. Additional Right-of-Way. Additional Right-of-way may be required to accommodate the future design of Cedar Avenue Interchange. Please coordinate with Caltrans and the Department of Public Works, and provide comments to Land Development to ensure sufficient right-of-way has been provided.

135. Slope Maintenance Easement. A minimum 10 feet wide maintenance easement shall be provided to County of San Bernardino along the Cedar Avenue ultimate R/W, for slope maintenance purposes. Proof of recordation shall be provided to the Land Development Division.

136. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.

137. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to County Public Works.

138. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Planning. It shall be maintained by the adjacent property owner or other County-approved entity.

DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186

139. The applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans.

COUNTY FIRE DEPARTMENT – Community Safety Division (760) 995-8190) / (909) 386-8465/LOCAL FIRE JURISDICTION

140. Fire Sprinkler – NFPA #13. An automatic fire sprinkler system complying with NFPA Pamphlet #13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The plans (minimum 1/8" scale) shall include hydraulic calculations and manufacture's specification sheets. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. Standard 101.1 [F59]. Pump House sprinklers on separate permit.

141. Fire Alarm. An automatic monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required for 100 heads or more. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

142. Commercial – Large Facility Addressing. Commercial and industrial developments in excess of 100,000 sq. ft. shall have the street address installed on the building with numbers that are a minimum twelve (12) inches in height and with a one and one half (1 %) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances.

143. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and mu1ti-family complexes, all swing gates shall have an approved fire department Knox Lock.

144. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Know ®) is required.

145. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.

146. Fire Lanes. The developer shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The “No Parking, Fire Lane” signs shall be installed on public and/or private roads in accordance with the approved plan.

147. Haz-Mat Approval. The applicant shall contact the San Bernardino County Fire Department Hazardous Materials Division (909) 386-8400 for review and approval of building plans, where the planned use of such buildings will or may use hazardous materials or generate hazardous waste materials.

148. High Pile. A letter of intent containing a detailed description of the products to be stored and the description of all containers, pallets, and packaging materials. This letter must also include a detailed description of the storage methods (racks, shelves, pallets), the total storage area in square feet, maximum storage height, aisle widths, and flue spaces. Within this letter, state that approved high piled storage plans will be maintained on site for the life of the HPS system(s). An authorized officer of the company or business must sign this letter. The letter shall be copied onto the plans.

149. High Pile Continued. The designation of a high piled storage area, or portion thereof intended for storage of a different commodity class, shall be based on the highest hazard commodity class stored, unless an engineering analysis has been submitted for review and approval.

150. Underground Piping Systems. Commercial/industrial projects with a building(s) exceeding 100,000 square feet shall be required to have a looped fire line system and with a minimum of two (2) points of connection to the public water source.

COUNTY FIRE DEPARTMENT - Hazardous Materials Division 909.386.8401

151. Handlers Permit. Prior to occupancy, operator shall submit disclosure information using the California Environmental Reporting System (CERS) for emergency release or threatened release of hazardous materials and wastes or apply for exemption from hazardous materials laws and regulations. Contact Office of the Fire Marshal, Hazardous Materials Division at (909) 386-8401.

152. Haz-Mat Approval. Prior to occupancy, applicant shall be required to apply for one or more of the following: a Hazardous Materials Handler Permit, a Hazardous Waste Generator Permit, an Aboveground Storage Tank Permit, and/or an Underground Storage Tank Permit. For information, Office of the Fire Marshal, Hazardous Materials Division at (909) 386-8463.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961

153. Construction and Demolition Waste Management Plan (CDWMP) Part 2 – The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. This summary shall provide documentation of actual diversion of materials including but not limited to receipts, invoices or letters from diversion facilities or certification of reuse of materials on site. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 50% of total weight or volume of all construction waste.

END OF CONDITIONS

EXHIBIT D

Letter of Intent

EXHIBIT D

Cedar Avenue Technology Park
Letter of Intent

San Bernardino County
Land Use Services Department, Planning Division
385 N. Arrowhead Ave, San Bernardino, CA 92415

Howard Industrial Partners is submitting this letter of intent with the application for a Conditional Use Permit to allow for the construction of one warehouse building (or other allowable uses permitted by zoning) totaling 184,770 square feet (SF) on an approximately 9.8-acre project site. The project site (APN 0253-211-56) is located northeast of the intersection of Cedar Avenue at Orange Street.

The site's land use designation is BL/IC (Bloomington/Community Industrial). According to the County of San Bernardino General Plan, the Community Industrial designation purports to establish areas suited for industrial activities, concentration of industrial uses to promote efficiency of transportation and other factors, and prevent incompatible uses in those areas suited for industrial areas. The site is also within the Bloomington Community Plan, which is consistent with the General Plan.

Below is a summary of the project. The project is consistent with the General Plan.

Site Area (ac)	9.8
Building Area (sf)	
Warehouse	174,770
Office	10,000
Total Building Area	184,770
Building Coverage	43.23%
Building Height	44 ft, 0 in
Auto Parking: Required (stalls)	
Warehouse 1st 40,000sf @ 1:1,000sf	40
Warehouse 1st 400,000sf @ 1:4,000sf	34
Office 1:250sf	40
Total Required Parking	114
Auto Parking: Provided (stalls)	
Standard	145
Handicap	6
Total Provided Parking	151
Landscape (sf)	104,426 sf (24.43%)

Distribution centers are primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. There are no specific tenants for the project, so specific number of employees and hours of operation are not yet known. The operational design criteria for warehouses accommodating high-cube uses is associated with the functional requirements of the product/material handling equipment used in operating the facility (e.g., trucks, forklifts, pallets, and racking). The geometrics of the trucks and their maneuvering capabilities, forklift configurations, pallet sizes, and racking systems strategies are factors used to determine the operational design criteria of the

warehouse. These criteria combined with site geometry determine the plan layout (including access), truck door spacing, aisle widths and depths, and column bay spacing.

PROJECT OVERVIEW

In addition to the proposed construction of a 184,770 sf painted concrete tilt-up building, associated facilities and improvements include bicycle racks, and landscaping. The building will be approximately 600 feet long (north-to-south) and 300 feet wide (east-to-west). There will be 27 dock doors along the east side of the warehouse. The site will allow access for loading and unloading from trucks and trailers along the east side of the warehouse. A concrete paved 400-foot-long dockyard would be located along the eastern side of the building, and will include several trailer storage stalls, dock high doors, and 2 grade level ramps. One access is proposed on Orange Street and two are proposed on Vine Street.

Hours of Operations and Employees

The tenant(s) of the warehouse distribution facility has not been identified, so the precise nature of the facility operation cannot be determined at this time. The estimated number of employees is approximately 50.

EXHIBIT E

Initial Study/Mitigated Negative Declaration

EXHIBIT E

SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	0253-211-56
APPLICANT:	Howard Industrial Partners
COMMUNITY:	Bloomington/5th Supervisorial District
LOCATION:	Northeast corner of Cedar Avenue and Orange Street
PROJECT NO:	P201600435
STAFF:	Aron Liang
REP('S):	Jeremy Krout, EPD Solutions, Inc.
PROPOSAL:	Conditional Use Permit to construct a 180,770-square-foot industrial building with 10,000 square feet of office area to be used as a concrete tilt-up warehouse center on approximately 9.8 acres.

USGS Quad:	Fontana
T, R, Section:	T1S R5W Sec. 22 San Bernardino Baseline and Meridian
OLUD:	BL/IC (Bloomington/Community Industrial)
Planning Area:	Bloomington Community Plan
Overlays:	N/A

PROJECT CONTACT INFORMATION:

Lead Agency: San Bernardino County
Land Use Services Department – Current Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0182

Contact Person: Aron Liang, Senior Planner
Phone No: (909) 387-0235 ***Fax No:*** (909) 387-3249
E-mail: Aron.Liang@lus.sbcounty.gov

Project Sponsor: Howard Industrial Partners
155 N. Riverview Drive
Anaheim Hills, CA 92808

Consultant: EPD Solutions, Inc.
2030 Main Street, Suite 1200
Irvine, CA 92614

PROJECT DESCRIPTION

The Cedar Avenue Technology Center project proposes the construction and operation of a 184,770-square-foot (sf) concrete tilt-up warehouse center, which includes 10,000 sf of office/administrative uses. The project site is approximately 9.8 acres (Assessor Parcel Number [APN] 0253-211-56), and is located on the northeast corner of the intersection of Cedar Avenue and Orange Street in the unincorporated community of Bloomington in San Bernardino County (County). The site is generally bound to the north by the Union Pacific Railroad Yard (including tracks and vacant property), to the south by Orange Street, to the east by Cedar Avenue and a vacant lot beyond, and to the west by Vine Street, with an existing industrial building beyond.

ENVIRONMENTAL/EXISTING SITE CONDITIONS

The project site is located in the Valley Region of San Bernardino County, which contains most of the County's incorporated areas and population. Specifically, the project site is in the unincorporated community of Bloomington, within the City of Rialto's Sphere of Influence. The City of Fontana is to the west, the City of Rialto is to the east, and the City of Jurupa Valley is to the south. The project site is just south of Interstate 10 (I-10). **Figure 1: Regional Map** and **Figure 2: Project Site** depict the project location in a regional and local context, respectively.

The project site consists of an approximately 9.8-acre irregularly-shaped parcel of vacant land. The site is relatively flat, and sits at an elevation of approximately 1,080 feet above mean sea level (amsl). The site generally slopes downward to the southeast at a gradient of less than 2 percent.

The parcel contains broken asphalt/concrete pavement from a preexisting residential and development. Church Street trends north-south through the center of the site, and Park Street trends east-west. The roads intersect at the center of the site, and neither road extends beyond the property. The remaining ground cover consists of exposed soil and sparse to moderate vegetation growth. The on-site vegetation consists almost entirely of non-native grassland and two small patches of riparian/ornamental-associated vegetation. The site also contains scattered debris. A dedicated but unimproved right-of-way surrounds the perimeter of the site.

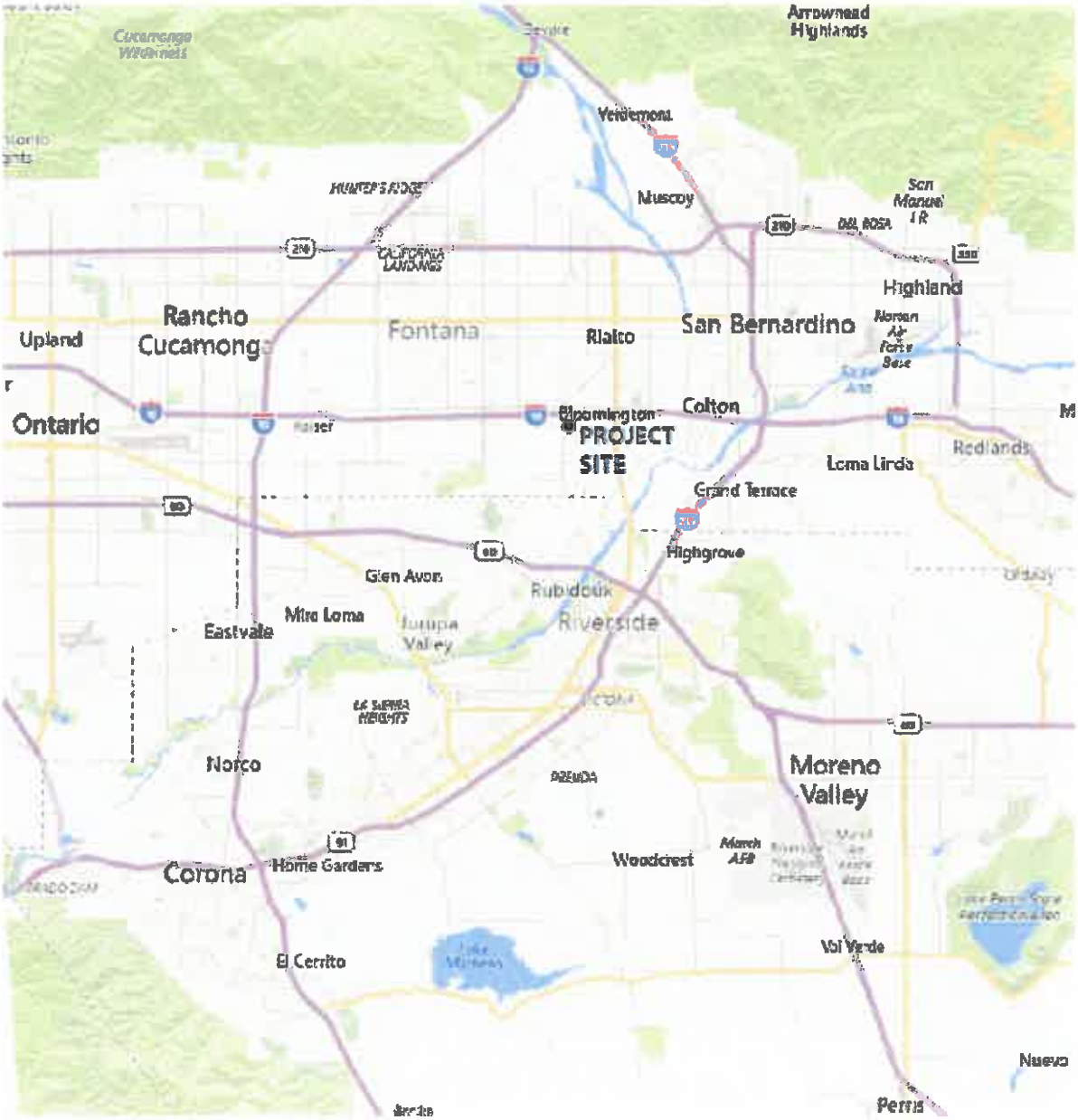
The site's land use designation is BL/IC (Bloomington/Community Industrial). According to the County of San Bernardino General Plan, the Community Industrial designation purports to establish areas suited for industrial activities, concentration of industrial uses to promote efficiency of transportation and other factors, and prevent incompatible uses in those areas suited for industrial areas. The site is also within the Bloomington Community Plan, which is consistent with the General Plan.

Land uses bordering the site include a vacant lot to the west of Cedar Avenue, Colton Joint Unified School administrative buildings, Bloomington Junior High School, and Slover Mountain High School, which includes an adult continuation program, to the south of Orange Street, an existing office/warehouse building east of Vine Street, and a Union Pacific Railroad yard to the north. **Table 1: Existing Land Use and Land Use Zoning Districts** and **Figure 3: Existing Land Use Zoning Designations** depict the zoning and land use of the site and adjacent uses.

Table 1: Existing Land Use and Land Use Zoning Districts

AREA	EXISTING LAND USE	LAND USE DISTRICT
SITE	Vacant land	BL/IC (Bloomington/Community Industrial)
North	Railroad property and railroad tracks	BL/IR (Bloomington/Regional Industrial)
South	Orange Avenue; Colton Joint Unified School	BL/IN (Bloomington/Institutional)
East	Vine Street; existing industrial building	BL/IC (Bloomington/Community Industrial)
West	Cedar Avenue; vacant land	BL/IC (Bloomington/Community Industrial)

Figure 1: Regional Map



CEDAR AVENUE TECHNOLOGY PARK
Initial Study
County of San Bernardino

FIGURE 1
Regional Map

Figure 2: Project Site

CEDAR AVENUE TECHNOLOGY PARK
Initial Study
County of San Bernardino

FIGURE 2
Project Site

Figure 3: Existing Land Use Zoning Designations

CEDAR AVENUE TECHNOLOGY PARK
Initial Study
County of San Bernardino

FIGURE 3
Existing Land Use Zoning Designations

PROJECT OVERVIEW

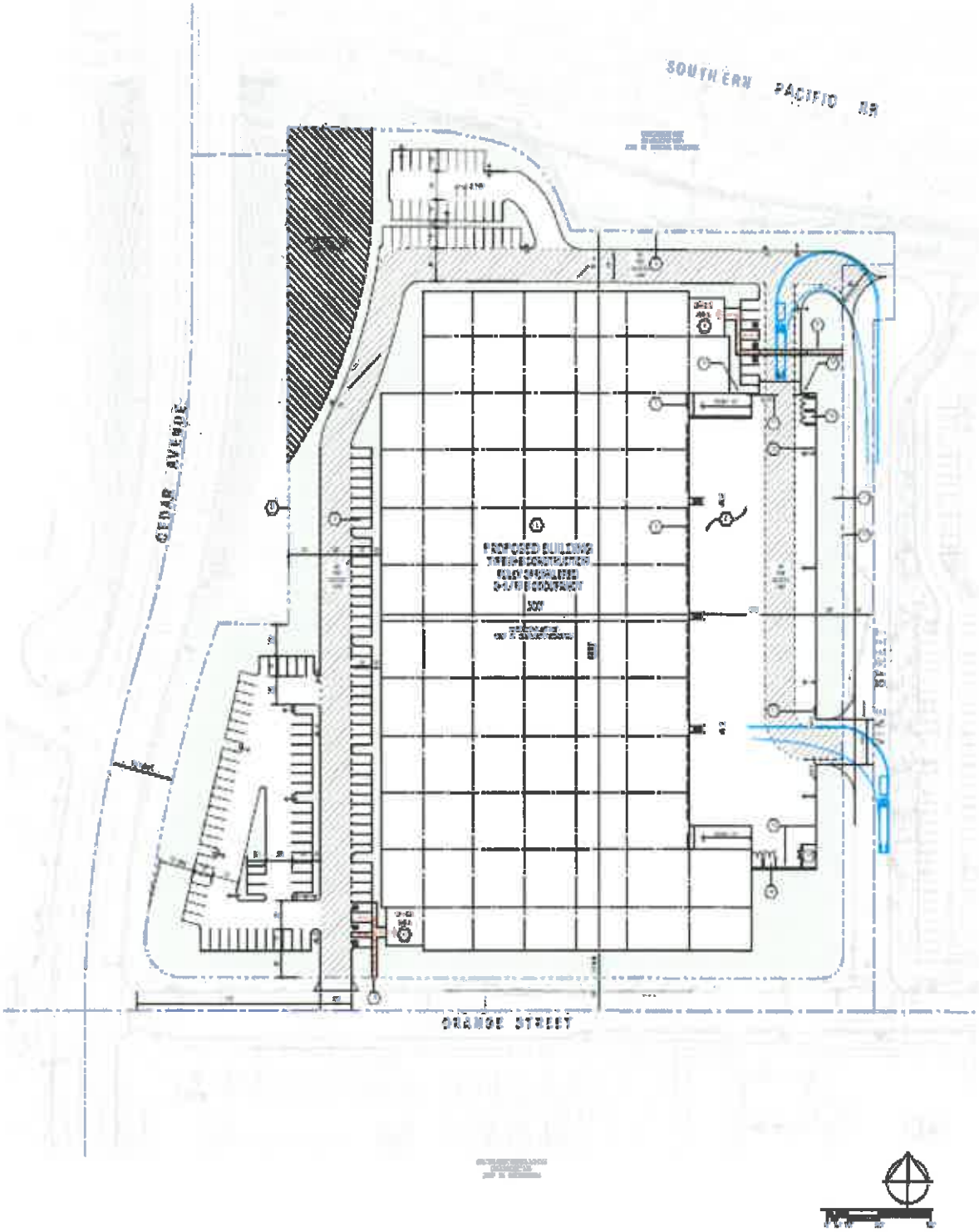
The project is construction of a 184,770 sf painted concrete tilt-up structure on approximately 9.8 acres of land. Associated facilities and improvements include two small office areas, parking, bicycle racks, and landscaping. The project building would be approximately 600 feet long (north-to-south) and 300 feet wide (east-to-west). There would be 27 dock doors along the east side of the warehouse. The site would allow access for loading and unloading from trucks and trailers along the east side of the warehouse. A concrete paved 400-foot-long dockyard would be located along the eastern side of the building, and would include several trailer storage stalls, dock high doors, and 2 grade level ramps. **Table 2: Project Summary** and **Figure 4: Site Plan** contain project details.

Table 2: Project Summary

Project Element	Quantity
Site area	9.813 ac
Building Area	
Warehouse	174,770 sf
Office	10,000 sf
Total Building Area	184,770 sf
Building Coverage	43.23%
Building Height: Maximum Permitted	75 ft.
Building Height: Proposed	44 ft.
Passenger Vehicle Parking: Required (stalls)	
Warehouse: 1st 40,000 sf @ 1:1,000 sf	40 stalls
Warehouse: above 40,000 sf @ 1:4,000 sf	34 stalls
Office: 1:250 sf	40 stalls
Total Required Parking	114 stalls
Passenger Vehicle Parking: Provided (stalls)	
Standard	145 stalls
Van Accessible	1 stall
Accessible	5 stalls
Total Provided Parking	151 stalls
Landscape (sf)	104,426 sf (24.43%)

ac: acre; sf: square feet; ft: feet; in: inch; n/a: not applicable
Source: RGA Office of Architectural Design, 2016.

Figure 4: Site Plan



Site Access

Vehicular access would be provided at the following locations. All points on ingress/egress would be unsignalized.

- Orange Street: One full access inbound/outbound driveway would be located on Orange Street. This passenger vehicle entrance would provide a 30-foot-wide driveway leading to the main parking area. Employee parking could be accessed from this location.
- Vine Street: Two access points are proposed on Vine Street. The northern inbound/ outbound access would be located at the cul-de-sac terminus of Vine Street. The southern access is located north of the intersection of Orange Street at Vine Street. Both are joint truck and passenger vehicle entrances with 40-foot-wide driveways. Truck access would be from Vine Street. Employee parking could also be accessed from this location.

Parking

All passenger vehicle and truck trailer parking would be provided on site. The project would provide 151 parking stalls for employees and visitors, inclusive of handicap parking stalls, exceeding County parking requirements by 37 stalls. Passenger vehicle parking would be located primarily on the west side of the warehouse, with additional parking on the northwest corner of the parcel and in directly in front of the northernmost office space at the northeast corner of the building.

Landscaping, Fencing, and Lighting

The County of San Bernardino requires a minimum of 15 percent landscaping coverage. Approximately 2.39 acres of the 9.8-acre project site (more than 24%) would be landscaped with drought-tolerant plants, as shown in **Figure 5: Landscape Plan**. Trees, shrubs, accents, and groundcover would be provided along the street frontages of Cedar Avenue to the west, Orange Street to the south, and Vine Street to the east. Additional landscaping would be provided along the northern site border, within the passenger vehicle parking areas to the west and north, and bordering the building on its north, west, and south sides.

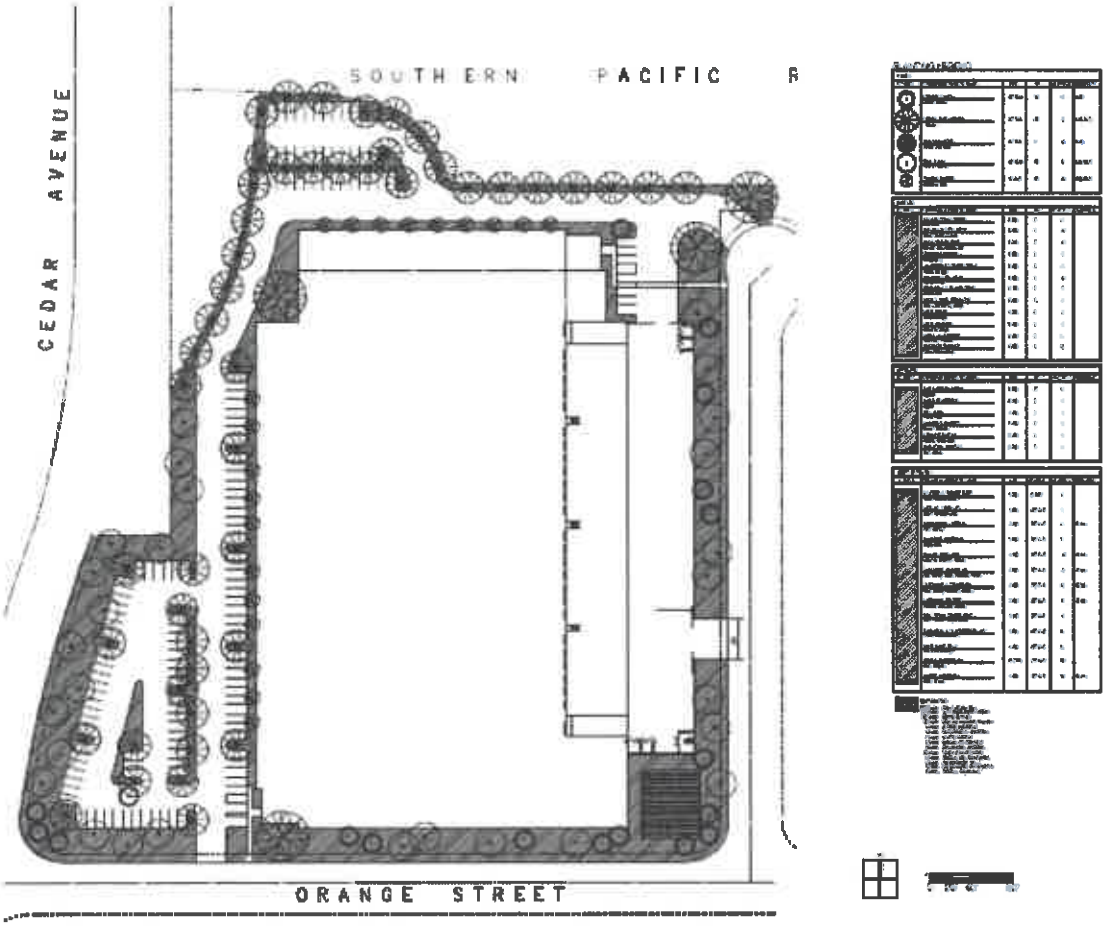
The truck yard would be screened to the north, south, and east with a 12-foot-high painted concrete tilt-up wall to obscure the visibility of this area from public view. The interior north and west property line of the project site would be bound by an 8-foot black vinyl chain link fence. As mentioned above, drought-tolerant landscaping would provide for additional screening.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Outdoor lighting for the parking areas would be provided consistent with the requirements of the County.

Hours of Operations and Employees

The tenant(s) of the warehouse distribution facility has not been identified, so the precise nature of the facility operation cannot be determined at this time. The estimated number of employees is approximately 50.

Figure 5: Landscape Plan



CEDAR AVENUE TECHNOLOGY PARK
Initial Study
County of San Bernardino

FIGURE 5
Landscape Plan

Infrastructure and Off-site Improvements

The site will utilize an on-site underground stormwater infiltration system to dispose of stormwater. The majority of runoff would surface flow into one of two on-site catch basins into a private underground storm drain system. The project site includes two detention/infiltration basins: one basin (Basin A) on the east side of the property in the truck yard area, and one basin (Basin B) at the southwest corner of the property in the larger employee parking lot area. Any overflow from Basin A would flow into Basin B. Any additional overflow from both basins would flow into a concrete spillway that outlets to Orange Avenue, and ultimately conveyed to the existing off-site municipal storm drain.

The existing water line running east-west through the center of the project site would be moved and would connect to the existing line in Vine Street for domestic service to provide water extension to the project site.

Wastewater management would be handled through a connection to the City of Rialto wastewater collection system. A sewer line connection would be constructed in Orange Street from the project driveway proximate to Cedar Avenue, and would extend east to the existing manhole in the intersection of Orange Street at Larch Avenue. These off-site improvements would be located within the street right-of-ways.

Construction Schedule

For purposes of this environmental analysis, construction is assumed to commence in 2019 with a construction duration of approximately twelve months. Initial site improvements including grading and underground infrastructure and utility improvements would be followed by construction activities. Total grading for the project is estimated to require 8,430 cubic yards (cy) of cut and 10,500 cy of fill, with a net difference of 2,070 cy of imported fill. When accounting for over-excavation, shrinkage, and subsidence, the grading quantities are expected to balance on site.

Project Approvals

The County of San Bernardino is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study/Mitigated Negative Declaration.

In addition to the approvals identified above, the project is subject to other ministerial actions by the County as part of project implementation. Subsequent activities would be examined in light of the Initial Study/Mitigated Negative Declaration to determine whether additional CEQA review would be required pursuant to the requirements of Section 21166 of the CEQA Statutes (i.e., *Public Resources Code* § 21166) and Sections 15162 and 15168 of the State CEQA Guidelines (i.e., 14 CCR) for subsequent approvals, including but not limited to the following:

- Grading Permits
- Building Permits
- Occupancy Permits
- Utility Connections

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. The project is evaluated based upon its effect on 17 major categories of environmental factors. Each factor in the Initial Study Checklist is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The effect of the project is categorized into one of the following four categories of possible determinations:

- Potentially Significant Impact
- Less than Significant Impact with Mitigation
- Less than Significant Impact
- No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant.
4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Hazards & Hazardous Materials	☐	Recreation
☐	Agricultural Resources	☐	Hydrology/Water Quality	☐	Transportation/Traffic
☐	Air Quality	☐	Land Use/Planning	☐	Tribal Cultural Resources
☐	Biological Resources	☐	Mineral Resources	☐	Utilities/Service Systems
☐	Cultural Resources	☐	Noise	☐	Mandatory Findings of Significance
☐	Geology/Soils	☐	Population/Housing		
☐	Greenhouse Gas Emissions	☐	Public Services		

DETERMINATION:

On the basis of this initial evaluation, the following finding is made

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (prepared by): Aron Liang, Senior Planner — Date 10/17/2017

Signature: Dave Prusch, Supervising Planner — Date 10/17/2017

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

SUBSTANTIATION *(Check ☐ if project is located within the viewshed of any Scenic Route listed in the General Plan):*

I-a) **Less Than Significant Impact.** The County of San Bernardino General Plan (General Plan) does not identify any scenic vistas or viewpoints near or adjacent to the project site. According to the General Plan, scenic resources include roadways that provide a vista of undisturbed natural areas, and distant vistas like mountain backdrops that provide relief from less attractive views of nearby features such as urban areas.

Pursuant to the General Plan, the backdrop of the San Bernardino mountains to the north and east from Cedar Avenue could be considered a scenic resource. The existing view from Cedar Avenue looking east is of the distant San Bernardino mountains, however, the view is mostly blocked by surrounding industrial development and landscaping to the east. Furthermore, the hazy air quality frequently present in the project vicinity and other cloudy weather patterns often completely block the already obstructed and distant view of the San Bernardino mountains. Thus, the project would not result in a significant obstruction of the scenic resource because the existing view of the mountains is impaired by the predominately built-out nature of the surrounding area and the varying air quality and weather patterns. Additionally, the project would not impair views of the San Bernardino mountains to passing vehicles driving north on Cedar Avenue. Therefore, the project would have a less than significant impact on the scenic resource of the San Gabriel mountain backdrop.

The 2007 Bloomington Community Plan (Community Plan) designates Cedar Avenue a County Scenic Route from Bloomington Avenue to the Riverside County line. Cedar Avenue is adjacent to the west of the project site. Bloomington Avenue is approximately 0.5 mile north of the project site, and the County line is approximately 2.25 miles to the south. Thus, the scenic route portion of Cedar Avenue is adjacent to the project site.

Routes are designated as "scenic" in order to protect them from excessive development with intrusive land uses like advertising infrastructure and roadway services. The Community Plan requires that proposed development along a scenic route such as Cedar Avenue must "meet specific standards regarding sign placements and dimensions, utility placement, architectural

design, grading and landscaping characteristics." The project would not involve advertising infrastructure such as billboards or roadway services like a convenience store or gas station. Instead, the project proposes to construct a 184,770 sf concrete tilt-up warehouse and office space on approximately 9.8 acres of currently vacant land. Since the project would not involve the construction of advertising infrastructure or a roadway service structure, it would not interfere with the "scenic nature" of the Cedar Avenue corridor, as defined by the Bloomington Community Plan (2007). Potential impacts on scenic vistas would therefore be less than significant.

I-b) **No Impact.** There are no officially-designated or eligible for designation State scenic highways proximate to the project site[1]. Potential scenic resources associated with the project site include 2 small patches of riparian/ornamental-associated vegetation and broken asphalt/concrete pavement from a preexisting development that intersects perpendicularly in the middle of the site. There are no rock outcroppings on the project site. However, the vegetation on site is non-native and sparse. Because the project site is not within or adjacent to a state scenic highway, implementation of the project does not have the potential to substantially damage scenic resources. There are no impacts related to a state scenic highway.

I-c) **Less Than Significant Impact.** The project would alter the visual character of the project site from a vacant property adjacent to roads, railroad tracks, and a freeway to a developed site with a warehouse center. The project site is vacant and contains broken asphalt/concrete pavement from a preexisting development that intersects perpendicularly at the center of the site. The site is generally level and entirely graded/disturbed. Most of the remaining groundcover consists of exposed soil, sparse non-native grassland, and scattered debris from evident dumping. There are two small patches of riparian/ornamental-associated vegetation.

Construction of the project may create temporary aesthetic nuisances associated with construction activities. Exposed surfaces, construction debris, equipment, and trucks may be visible. This visual impact associated with the construction of the project would be characteristic of development activities found at a typical building construction site. However, these activities would cease upon project completion and would not result in a substantial degradation to the site or surrounding area.

The project site's surroundings are mostly urbanized and contain industrial and institutional land uses, with a vacant parcel is located to the west of Cedar Avenue that will be developed as an industrial building similar to the project. The building height would be 44 ft., which is 31 ft. under the maximum permitted building height. The truck yard ingress and egress activity would take place on Vine Street to the east of the parcel, which is a cul-de-sac off of Orange Street. Additionally, the truck yard would be screened on the north, south, and east with a 12-foot-high painted concrete tilt-up wall to obscure the visibility of this area from public view. The interior north and west property line of the project site would be bound by an 8-foot black vinyl chain link fence. The project would incorporate more than 24% (the minimum required is 15%) coverage with drought-tolerant landscaping to provide additional screening, as well as enhance the appearance of the site. Development would be compatible with existing and planned land uses in the area as described in Section X, Land Use and Planning. Impacts on the visual character or quality of the site or its surroundings would therefore be less than significant.

[1] California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed June 23, 2017.

I-d) **Less Than Significant Impact.** Regarding nighttime lighting conditions and daytime glare conditions, "light" refers to artificial light emissions, or the degree of brightness, generated by a given source. The Illuminating Engineering Society of North America defines "glare" as the sensation produced by luminance in the visual field that is sufficiently greater than the luminance to which the eye has adapted to cause annoyance, discomfort, or loss of visual performance and visibility.

The existing site is vacant and does not contain lighting, and the project would introduce nighttime lighting. However, surrounding uses include a vacant lot that will be developed into an industrial building to the west of Cedar Avenue, Colton Joint Unified School administrative buildings, and Slover Mountain High School, which has an adult continuation program, to the south of Orange Street, an office/warehouse building to the east of Vine Street, and a Union Pacific Railroad yard to the north of the site. There are no light sensitive uses adjacent to the project site, and various sources contribute to nighttime lighting in the area, including existing warehouse, institutional uses, and street and freeway lighting associate with the I-10 and freeway overcrossing.

The primary source of light associated with the project would be from exterior sources (e.g., street lighting, parking lot lighting, building accent lighting, security lighting, and landscape accent lighting). The project would involve lighting throughout the site that would be constructed in accordance with Bloomington Community design standards and the County's Development Code, which requires that outdoor lighting for commercial or industrial land uses be fully shielded to preclude light pollution or light trespass on any public right-of-ways. The project would provide shielded lighting required for security and safety, and would not interfere with oncoming traffic on adjacent roadways such as Cedar Avenue and Orange Street. The truck yard would be screened to the north, south, and east with a 12-foot-high painted concrete tilt-up wall to obscure the visibility of this area from public view, while also reducing visibility of lighting on surrounding land uses. The project would also not use building materials (i.e., reflective glass) or lighting that would cause glare. The County requires a professionally prepared outdoor lighting plan would be submitted to the County Planning Division, and would be subject to approval for conformance with County standards prior to issuance of a building permit. Therefore, the introduction of new light sources to the project site and glare impacts would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d)	Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SUBSTANTIATION (Check ☐ if project is located in the Important Farmlands Overlay):

II-a) **No Impact.** No agricultural resources exist on the project site. The project site is identified as Urban and Built Up Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation[2]. This farmland category defines Urban and Built-Up Land as land developed at a density of at least 1 dwelling unit (du) per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include but are not limited to residential, industrial, office/commercial, institutional, and public administration. The project site does not contain any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide

[2] California Department of Conservation, California Important Farmland Finder, http://maps.conservation.ca.gov/ciff/ciff.html, accessed June 2, 2016.

Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program. Therefore, the project has no potential to convert such lands to a non-agricultural use, and no impact would occur.

II-b) **No Impact.** Pursuant to the California Land Conservation Act of 1965, a Williamson Act contract between local governments and private land owners restricts specified parcels of land to agricultural or related open space use in return for a lower property tax assessments based on farming and open space uses as opposed to full market valley. The project site is zoned BL/IC (Bloomington/Community Industrial) and is not under a Williamson Act land conservation contract. Development of the project would not conflict with either existing zoning for agricultural uses or with lands under a Williamson Act Contract. Therefore, no impact would occur.

II-c) **No Impact.** The property site was previously developed and the surrounding area is predominately urbanized. The property located to the west of Cedar Avenue is currently vacant but has been approved for construction of an industrial warehouse. There are no forest or timberland areas proximate to the project. The project site is zoned BL/IC (Bloomington/Community Industrial). Also, the project site does not contain trees. Such vegetation is not characterized as a timberland or forestry resource. Project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impacts would occur.

II-d) **No Impact.** No forest land occurs within or adjacent to the project site. The project site is zoned for industrial uses. No loss or conversion of forest land to non-forest use would occur upon implementation of the project. The project site has been previously developed and has not historically been utilized as forest land. In addition to broken asphalt/concrete pavement that remains from previous development, the site is covered with mostly soil and non-native grassland, with two small patches of riparian/ornamental-associated vegetation. Therefore, no impact would occur.

II-e) **No Impact.** The project site does not contain any forest land or land used for agricultural production. The project would not involve changes to the environment which due to their location or nature could result in the conversion of farmland to non-agricultural use. The General Plan land use designation for the project area is IC which allows the development of an industrial warehouse. Therefore, implementation of the project would not result in the conversion of farmland to non-agricultural use.

No significant adverse impacts are identified and no mitigation measures are required.

		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
III.	**AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION:

An *Air Quality Impact Analysis* (Appendix A) was prepared for the project by Michael Baker International (Michael Baker, August 2017). The *Health Risk Assessment* is Appendix B to the Air Quality Impact Analysis. The results are summarized herein.

III-a) **Less Than Significant Impact.** The U.S. EPA requires that each state with nonattainment areas for federal Clean Air Act (CAA) standards prepare and submit a State Implementation Plan (SIP). California's CAA also requires air attainment plans to be prepared for areas in nonattainment for federal and state ambient air quality standards.

The project is located in the South Coast Air Basin (SCAB), which us regulated by the South Coast Air Quality Management District (SCAQMD). The SCAQMD's Air Quality Management Plan (AQMP) adopted in 2012 establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving California State and federal air quality standards. The AQMP's control measures and emission reduction estimates are based on emissions projections for a future development scenario that considers land use, population, and employment characteristics determined from local government consultations.

A project is considered consistent with SCAQMD's AQMP (2012) when:

1. The project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP; *and*
2. The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project buildout phase.

Consistency with Criterion No. 1

Consistency Criterion No. 1 refers to violations of the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As demonstrated in Section III-b) of this Initial Study Checklist, the project would result in short-term construction and long-term pollutant emissions that would be less than the CEQA significance emissions thresholds established by SCAQMD. The project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation. Therefore, the project would be consistent with the first criterion.

Consistency with Criterion No. 2

The project would involve the construction and operation of a 184,770 SF warehouse with office space on 9.8 acres. The project is consistent with the land use designation Community Industrial (IC) and development density presented in the County of San Bernardino General Plan, Bloomington Community Plan, and is also consistent with the growth projections utilized in the AQMP (2012).

Therefore, the project would be consistent with both criteria establishing compliance with the AQMP (2012). A less than significant impact would occur with implementation of the project.

III-b) **Less Than Significant Impact.**

The SCAQMD has established the following thresholds of significance for emissions generated by the construction and operational activities of land use development in **Table III-1**. These thresholds are applicable to the project. Emissions generated by the project for construction and operation were modeled using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. Results are shown in **Table III-2**.

Table III-1 SCAQMD Regional Significance Thresholds

Air Pollutant	Construction Activities	Operations
Reactive Organic Gases (ROG)	75 pounds/day	55 pounds/day
Carbon Monoxide (CO)	550 pounds/day	550 pounds/day
Nitrogen Oxides (NO_x)	100 pounds/day	55 pounds/day
Sulfur Oxides (SO_x)	150 pounds/day	150 pounds/day
Coarse Particulates (PM_{10})	150 pounds/day	150 pounds/day
Fine Particulates ($PM_{2.5}$)	55 pounds/day	55 pounds/day

Source: SCAQMD (South Coast Air Quality Management District), 1993, ($PM_{2.5}$ threshold adopted June 1, 2007)

Construction Emissions

Construction of the project would result in the short-term generation of emissions from site grading and excavation, road paving, building construction, architectural coating, and motor vehicle exhaust from construction equipment and worker trips over an approximately twelve-month period.

Grading of the project site would be balanced and no soil import or export would be required. Architectural coatings would occur sporadically throughout the building phase on an as-needed basis.

Table III-2 identifies the maximum daily construction emissions (pounds per day) associated with the project, and accounts for the quantifiable PM-reducing requirements of SCAQMD Rule 403. The maximum daily emissions resulting from project construction would not exceed the SCAQMD maximum daily thresholds. Impacts to regional air quality from construction would be less than significant.

Table III-2 Construction-Related Emissions

Construction Activities	Maximum Emissions (pounds per day)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)
Year 1 (2017)	18.19	59.68	8.69	5.70	49.43	0.10
Year 2 (2018)	17.20	52.41	5.65	3.31	46.78	0.10
SCAQMD Thresholds	*75*	*100*	*150*	*55*	*550*	*150*
Exceed Threshold?	No	No	No	No	No	No

Notes:
1. Emissions calculated using CalEEMod version 2016.3.1. Emission estimates account for the quantifiable PM-reducing requirements of SCAQMD Rule 403, including watering exposed surfaces three times daily; cleaning trackout on adjacent streets, covering stock piles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour. Site requirements for soil movement would include imported soil. Architectural coatings are assumed to be applied sporadically throughout the duration of building construction.

Refer to Appendix A for daily emission model outputs.

To evaluate potential localized impacts, a modeling analysis was conducted in accordance with the recommended approach in the Localized Significance Threshold (LST) Methodology. The source receptor area (SRA) for the LSTs applicable to the project area is the Central San Bernardino area (SRA 34). As shown in **Table III-3**, emissions of CO, NO_x, $PM_{2.5}$, and PM_{10} from project construction would not exceed the applicable LSTs. Therefore, production of construction emissions with implementation of the project would not result in a significant localized impact.

Table III-3 Localized Significance of Emissions

Project Size	NOx	CO	PM_{10}	$PM_{2.5}$
1 Acre (construction/operations)	118/118	657/657	4/1	3/1
2 Acres (construction/operations)	170/170	957/957	7/2	4/1
5 Acres (construction/operations)	270/270	1,720 /1,720	14/4	8/2

Source: *SCAQMD (South Coast Air Quality Management District), Localized Significance Threshold Appendix C – Mass Rate LST Look-up Tables, 2009. Website: www.aqmd.gov/ceqa/handbook/LST/LST.html*

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation because the proposed use does not exceed established thresholds of concern as established by the SCAQMD. Furthermore, Conditions of Approval 2 and 3 would apply.

Long-Term Operational Emissions

Long-term air quality emissions are associated with the operation of the project. Long-term emissions are caused by the following primary sources: area source emissions, energy use emissions, mobile source emissions, and operational emissions resulting from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouse. Project-

generated vehicle emissions were estimated using CalEEMod. Trip generation rates associated with the project were based on traffic data within the Traffic Impact Analysis (Michael Baker 2016). **Table III-4** presents a summary of the maximum daily operational emissions estimated for the project. As shown in the table, the emissions of all pollutants would be below the SCAQMD's regional significance thresholds without mitigation required. Impacts would be less than significant.

Table III-4 Long-Term Operational Emissions

Source	Pollutant (pounds/day)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)
Summer Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	1.94	12.30	6.09	1.69	25.99	0.09
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	**6.82**	**18.11**	**6.55**	**2.10**	**30.90**	**0.09**
Winter Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	1.71	12.45	6.10	1.69	22.50	0.08
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	**6.60**	**18.26**	**6.55**	**2.10**	**27.41**	**0.09**
Potentially Significant Impact Threshold (Daily Emissions)	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Daily Threshold?	No	No	No	No	No	No

Notes:
1. Emissions calculated using CalEEMod version 2016.3.1.

Refer to Appendix A for daily emission model outputs.

III-c) **Less Than Significant Impact.** Pursuant to requirements of the Federal CAA, the SCAQMD has developed strategies to reduce criteria pollutant emissions as outlined in the AQMP (2012). The project area is currently in non-attainment for O_3 and $PM_{2.5}$. SCAQMD recommends that any project's potential contribution to cumulative impacts be assessed using the same criteria as for project-specific impacts. Individual projects that do not generate construction or operational emissions exceeding the SCAQMD's daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in the emissions of non-attainment pollutants. As discussed in section III-b) and shown in **Tables III-2, III-3,** and **III-4** the project would not generate construction or operational emissions exceeding the SCAQMD's daily thresholds for project-specific impacts, and therefore implementation of the project would not cause a cumulatively considerable increase in the emissions of those pollutants that are in non-attainment within the SCAB. Therefore, the project would not result in a cumulatively considerable increase of the criteria pollutant in non-attainment for the SCAB, O_3 and $PM_{2.5}$. **Conditions of Approval III-1, III-2, III-3, and III-4** would apply to the project, and reduce impacts related to a cumulatively considerable net increase of any criteria pollutant. With implementation of these Conditions of Approval, impacts would be less than significant.

III-d) **Less Than Significant Impact.** Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are

residences, schools, hospitals, and daycare centers. Sensitive receptors near the project site include a school campus to the south of Orange Street consisting of Colton Joint Unified School District administrative buildings and Slover Mountain High School (Continuation). Other sensitive land uses near the project site include the residences approximately 750 feet to the south and 770 feet to the north, across the I-10. The following provides an analysis of the project's potential to expose sensitive receptors to substantial pollutant concentrations during project construction and long-term operation, based on the LSTs established by the State of California and SCAQMD.

Construction-Generated Air Toxics

Construction-generated diesel PM emissions contribute to negative health effects when construction occurs over lengthy periods of time. The use of diesel-powered equipment during construction would be temporary, episodic, and would occur over several locations isolated from one another. The project would necessarily comply with California regulations limiting idling to no more than 5 minutes, which would reduce sensitive receptors' exposure to PM. Construction would not be a substantial source of other CARB-identified toxic air contaminants.

Construction projects on less than 5 acres are considered to pose less than significant health impacts because of 1) limitations on off-road diesel equipment able to operate, reducing diesel PM, 2) reduced amount of dust-generating ground disturbance compared to larger construction sites, and 3) reduced duration of construction activities compared to larger sites. Due to these factors, and the nature of diesel fumes which rapidly disperse over relatively short distances, diesel PM generated by construction activities would not be expected to cause conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby sensitive receptors. **Table III-3** shows that project construction would disturb up to 3.5 acres daily. Furthermore, Condition of Approval 2 would reduce impacts.

As previously discussed in III-b), results of the LST analysis indicated that the project would not exceed the SCAQMD LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$. Therefore, there would be a less than significant impact on sensitive receptors during project construction.

CO Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near congested roadways and intersections may reach unhealthful levels, and could adversely affect sensitive receptors. However, as of 2007, the Basin has been designated as an Attainment/Maintenance area for the federal CO standards, and an Attainment area for state standards due to declining CO emissions from major control programs (e.g. exhaust standards, cleaner burning fuels, and motor vehicle inspection and maintenance programs). The highest CO concentrations in the Basin are at the Wilshire Boulevard/Veteran Avenue intersection in the City of Los Angeles (4.6 parts per million [ppm]), which is still well below the 35 ppm 1-hour CO federal standard. It can be reasonably inferred that CO hotspots would not occur at any intersections near the project site from the addition of approximately 658 trips per day. Therefore, impacts would be less than significant.

Operational Diesel PM

The Health Risk Assessment (HRA) prepared by Michael Baker International (2016) evaluated the increased potential for cancer risk and non-carcinogenic hazards from implementation of the project. Cancer risk calculations were based on a 9-year exposure period at the sensitive receptors located directly south of the site. The anticipated annual average diesel $PM_{2.5}$ emission concentrations at the closest sensitive receptor (the school campus directly south of the project site) would be 0.03 $\mu g/m^3$ at the greatest. As shown in **Table III-5**, impacts related to cancer risk

and $PM_{2.5}$ concentrations from heavy trucks (assuming 135 daily heavy truck deliveries) would be less than significant at the school campus. Also, the risk level is conservative based on the fact that the nature of the sensitive receptor is a continuation school, and would therefore have a shorter exposure period that would result in lower risk levels.

Table III-5 Maximum Operation Health Risk at the Southerly School Campus

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds SCAQMD Significance Threshold?
Slover Mountain High School (Continuation), across Orange Street (9-Year Exposure)	8.93	10	No

Notes:
1. Refer to Appendix B, *Health Risk Assessment*.

There are also residential neighborhoods in the vicinity of the project located approximately 300 feet to the southwest across Cedar Avenue, 750 feet to the south beyond the school campus, and 770 feet to the north across the I-10. At these sensitive receptors, the average diesel $PM_{2.5}$ emissions concentrations would be 0.006 $\mu g/m^3$, 0.005 $\mu g/m^3$ and 0.002 $\mu g/m^3$, respectively. As depicted in **Table III-6**, impacts related to cancer risk and $PM_{2.5}$ concentrations from heavy trucks would be less than significant at these sensitive receptors.

Table III-6 Maximum Operational Health Risk at Project Vicinity Residences

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds SCAQMD Significance Threshold?
Residential Neighborhood to the North across I-10			
70-Year Exposure	0.98	10	No
30-Year Exposure	0.83	10	No
9-Year Exposure	0.60	10	No
Residential Neighborhood to the Southwest across Cedar Avenue			
70-Year Exposure	2.46	10	No
30-Year Exposure	2.07	10	No
9-Year Exposure	1.49	10	No
Residential Neighborhood to the South beyond School Campus			
70-Year Exposure	2.95	10	No
30-Year Exposure	2.48	10	No
9-Year Exposure	1.79	10	No

Notes:
1. Refer to Appendix B, *Health Risk Assessment*.

Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is the concentration at which no adverse non-cancer health effects are anticipated. An acute or chronic hazard index of 1.0 is considered individually significant. The HRA determined that the highest maximum chronic and acute hazard index associated with the emissions from the project would be 0.006 and 0.158, respectively. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits, and a less than significant impact would occur.

Although the increased cancer risk from heavy trucks would be below the applicable significance threshold, because the school facilities south of the project are 60 feet away, Condition of Approval 1 is recommended to enforce existing regulation and reduce the generation of diesel particulate matter.

III-e) **Less Than Significant Impact.** The SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) identifies certain land uses as sources of odors such as agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (e.g., manufacturing uses that produce chemicals, paper, etc.). The project is a warehouse center, and it is not anticipated to produce odors that would substantially affect the nearby sensitive receptors of educational facilities 60 feet south of the site, and residences located 300 feet to the southwest, 750 feet to the south, and 770 feet to the north. The project does not propose to include any odor-inducing uses on the site. Additionally, the project would be required to comply with SCAQMD Rule 402 (Nuisance), which purports to reduce the release of odorous emissions into the atmosphere. Adherence to Condition of Approval 5. would ensure that the project would not create objectionable odors affecting a substantial number of people. Therefore, impacts would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable SCAQMD requirements and County of San Bernardino regulations and conditions of approval.

Conditions of Approval

AQ-1. The Project shall comply with County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c) – Diesel Exhaust Emissions Control Measures] . Adherence to SBCC § 83.01.040 (c) – Diesel Exhaust Emissions Control Measures will reduce the generation of diesel particulate matter.

AQ-2. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "*Fugitive Dust.*" Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads. Rule 403 is intended to reduce PM_{10} emissions from any handling, construction, or storage activity that has the potential to generate fugitive dust. Pursuant to Rule 403, the developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with the SCAQMD guidelines, and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP.

AQ-3. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "*Sulfur Content of Liquid Fuels.*" Adherence to Rule 431.2 limits the release of sulfur dioxide (SO_X) into the atmosphere from the burning of fuel.

AQ-4. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "*Architectural Coatings.*" Adherence to Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.

AQ-5. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "*Nuisance.*" Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

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

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐): Category N/A

A *Habitat Suitability Evaluation* was prepared by Ecological Sciences (Ecological Sciences, January 2017). The Habitat Suitability Evaluation is included as Appendix B and the results are summarized herein.

a) **Less Than Significant Impact With Mitigation Incorporated.** The California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) may list species as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA), respectively. The USFWS can designate critical habitat that identifies specific areas that are essential to the conservation of a listed species. The field survey conducted for the Habitat Suitability Evaluation (Ecological Sciences, 2017) evaluated the project site for potential Delhi Sands Flower-loving Fly (DSFF) and Burrowing Owl (BUOW) habitat.

The USFWS lists the DSFF as an endangered species. The subject site is located within an area designated as the Colton Recovery Unit (RU), which contains several areas that currently support DSFF populations, and additional areas have been proposed for restoration in the DSFF Recovery Plan. However, RUs do not include residential and commercial development, or areas that have been otherwise permanently altered by human actions (FWS 1997). The project site has been previously developed as a residential area. Furthermore, existing site conditions present are not consistent with those known or expected to support DSFF. Although a few native plant species are present that are often associated with potential DSFF habitat, the context in which these species occur (e.g., scattered within highly disturbed site conditions) does not constitute a native plant community most commonly associated with potential DSFF habitat.

The BUOW is considered a California Species of Special Concern, Federal Species of Concern, Partners in Flight Priority Bird Species, and Fish and Wildlife Service Species of Management Concern because of declines of suitable habitat, as well as localized and statewide population declines. While this special-status species is not protected by state or federal endangered species acts, the BUOW is protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and California Department of Fish and Game/Wildlife (CDFG/CDFW) Code sections 3503, 3503.5, and 3800. These sections prohibit take, possession, or destruction of birds, their nests or eggs.

No direct observations or burrowing owl sign were recorded during the BUOW habitat assessment, primarily due to various recurring and historic anthropogenic disturbances. Although the BUOW is well known to occur in certain disturbed situations, the BUOW generally prefers moderately to heavily grazed grasslands for nesting and roosting and generally avoids areas supporting dense vegetation. Monitoring of the site and adjacent areas during peak BUOW activity times did not reveal any indication that this species was present or utilizing the site for foraging purposes. Although the occurrence potential for BUOW is considered low, a BUOW pre-construction survey (as previously detailed) is recommended following CDFW protocol prior to development (**BIO-1**).

The project site is heavily disturbed and consists of a bare field that was formerly used for residential uses. No sensitive species were observed during the habitat assessment. No special-status plant species are expected on site due to the absence of suitable habitat, and no impacts would occur. No other special-status wildlife species were directly recorded on site and no special-status wildlife species are expected because of the developed nature of the site. Site development would not eliminate any habitat for special-status species, nor reduce population sizes below self-sustaining levels on a local or regional basis.

Non-native grasslands present on site could provide potential nesting sites for common native bird species. The potentially occurring common native birds are not protected by state or federal endangered species acts; however many native species are protected under the

federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs (in particular raptor species). If site preparation activities occur during the nesting season (generally February 1 through August 31), a pre-construction nesting bird survey would be required as identified in **BIO-2**. Therefore, impacts would be mitigated to a less than significant level.

b) **No Impact.** Based on the Habitat Assessment (Ecological Sciences, 2017), USACE "waters of the United States" per Sections 401-404 of the Federal Clean Water Act and "streambeds" per Section 1600-1603 of the CDFW Code were not observed on the property. No jurisdictional wetlands were recorded on site. There would be no impact.

c) **No Impact.** As noted above, the project does not contain wetlands or jurisdictional features. Therefore, the project would not have a substantial adverse effect on federally protected wetlands and there would be no impact.

d) **Less Than Significant Impact.** Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The project site is not located in an area that provides any significant or biologically important habitat corridors or nursery sites. The project site itself does not contain, or adjacent to, any wildlife corridors. The project site is surrounded by roadways, residential, and industrial development, and does not provide a linkage to any open space or habitat area.

No concentrations of wildlife tracks or sign were observed, and no established corridors or connectivity to larger conservation areas of the region were observed. The project site lies in an urbanized area where undeveloped land is heavily fragmented. The isolated nature of the project site surrounded by development precludes corridor potential. Therefore, development of a building onsite would not impede regional wildlife movement, impact any designated corridors or habitat linkages, or impede the use of native wildlife nursery sites.

Nesting birds of a wide range of species are protected by the Migratory Bird Treaty Act (MBTA). Potential migratory ground-nesting birds that may be transitory within the project area are protected through mandated compliance with the MBTA. Disturbance of any active bird nest during the breeding season is also prohibited by the California Fish & Game Code. To ensure development of the Project Site does not violate the MBTA, **BIO-2**, requiring pre-construction surveys for nesting birds is included as part of the project. With the implementation of **BIO-2**, impacts to nesting birds would be less than significant.

e) **No Impact.** The project would not conflict with any local policies or ordinances protecting biological resources, as the site have been previously disturbed and there are no identified biological resources that are subject to such regulation. No impact would occur.

f) **No Impact.** With the exception of the RU for the federally endangered DSFF, the project site is not subject to a conservation plan and no plans have been adopted in the area of the project site. No DSFF were found on site and all on-site habitats were classified as unsuitable for DSF. No impact would occur.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

BIO-1 Burrowing Owl Pre-Construction Survey. A pre-construction surveys for Burrowing Owl (BUOW) shall be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. Preconstruction BUOW surveys shall be conducted according to the 2012 CDFW Staff Report on Burrowing Owl Mitigation guidelines onsite prior to construction or site preparation activities.

The results of the survey will be submitted to the County of San Bernardino and the California Department of Fish & Wildlife (CDFW) within 14 days following completion. If active burrows are detected, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable California Department of Fish and Game (CDFG) Code requirements.

a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.
b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the County of San Bernardino Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.

BIO-2 Nesting Bird Pre-Construction Survey. As a condition of approval for all grading permits, vegetation clearing, or ground disturbance, within 30 days prior to such activities occurring during the nesting/breeding season (Mid–February through August 31), a migratory bird nesting survey must be completed in accordance with the following requirements:

a. A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.

b. A copy of the migratory nesting bird survey results report shall be provided to the County of San Bernardino Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

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

SUBSTANTIATION (Check if the project is located in the Cultural ☐ or Paleontological ☐ Resources overlays or cite results of cultural resource review):

A Historical/Archaeological Resources Survey Report (Cultural Report) was prepared by CRM Tech (March 2017). The findings are summarized below and the study is included as Appendix C to this Initial Study. The CRM Tech (March 2017) was reviewed and agreed to by the San Manuel Band of Mission Indians on March 15, 2017.

V-a) **Less Than Significant Impact.**

The historical/archaeological resources records search was conducted at the South Central Coastal Information Center (SCCIC), which is the State of California's official cultural resource records repository for the County of San Bernardino. Maps and records on file at the SCCIC were searched for a complete inventory of previously identified historical/archaeological resources and existing cultural resources studies within a one-mile radius of the project area.

According to records on file at the SCCIC, two linear surveys for a pipeline and a fiber-optic cable were previously completed along the northern project boundary in 1999 and 2000, but the project area as a whole had not been surveyed systematically for cultural resources prior to the Cultural Report (CRM Tech, 2017). The nearest historical/archaeological sites within a one-mile radius includes the original campus of the former Bloomington Middle School, which was constructed in 1936-1937 (Marvin 2003; Hollins 2008). The site is now occupied by offices of the Colton Joint Unified School District at 10435 Cedar Avenue, across Orange Street from the project location. Although a 2003 study found the cluster of three buildings to be eligible for the National Register of Historic Places as a property associated with New Deal-era work-relief programs and embodying Art Deco architecture of the 1920s-1930s (Marvin 2003:5), a 2008 study found the primary building in the group not to meet the requirements of those criteria (Hollins 2008:2).

Another site near the project area consisted of the segment of the former Southern Pacific Railroad mainline in San Bernardino County, now a part of the Union Pacific Railroad system. Lying just to the north of the project location, this rail line was constructed in 1875 as a part of the Southern Pacific mainline between California and Texas. A 1999 study concluded that the

site was eligible for the National Register due to the important role that the Southern Pacific Railroad once played in the growth of the southern California region (Ashkar 1999:2). Subsequent studies focusing on various segments of the rail line, however, typically found these segments not to be eligible for the lack of historic integrity (Harper 2008:1; Tibbet 2010:2; Paul 2012:2).

The intensive-level field survey produced negative results for potential historical resources. It was confirmed during the survey that the only features surviving from the former residential neighborhood in the project area were the asphalt-paved remnants of Park Street and Church Street, two nondescript, minor suburban residential streets. No other features or artifacts more than 50 years of age were encountered within or adjacent to the project boundaries. Scattered modern refuse was noted over much of the project area, but none of these items is of any historical/archaeological interest.

The historical research conducted demonstrated clear signs of human activities in the project vicinity at least by the 1850s, when several roads were noted traversing to the north and the south of the project location. By the mid-1890s, a lone building had appeared in the southernmost portion of the project area, probably a farmstead. In the late 1930s, more than a dozen buildings lined Cedar Avenue, Orange Street, Vine Street, Park Street, and Church Street. The number of buildings on the project site continued to grow through the 1950s, and resembled a densely populated suburban housing tract. In 1966-1967, some of the residences on the western edge were removed for realignment of Cedar Avenue. From 1980 to 1994, the 30 buildings that remained were removed, leaving only the abandoned Park Street and Church Street. From 1994 to the present time, the entire project site has been vacant and undeveloped.

Because the project involves development of a previously developed site, it is not anticipated that intact subsurface historic or archaeological resources would be encountered during excavation and grading activities, and historical and archaeological sites are not known to exist in the area. Therefore, there is a less than significant potential impact involving disturbance of undiscovered resources during grading and excavation activities.

V-b) **Less than Significant Impact.** Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacturing, tool concentrations, and/or discoloration or accumulation of soil or food remains.

The records search conducted for the project found that more than 20 previous studies on various tracts of land and linear features have been completed within a 1-mile radius of the project site. However, collectively these studies covered less than 20% of the land within the scope of the records search. Based on past studies in the project area, 42 historical/archaeological sites were recorded within the 1-mile radius, all dating to the historic period. Most of these (36) consisted of buildings or groups of buildings, and the other 6 sites included structural remains, refuse scatters, irrigation features, and the Union Pacific (formerly Southern Pacific) Railroad. No prehistoric cultural resources were identified within the scope of the records search.

The nearest sites, 36-020331 and 36-021607 represent the original campus of the former Bloomington Middle School constructed in 1936-1937, which is now occupied by offices of the Colton Joint Unified School District at 10435 Cedar Avenue, across Orange Street from the project site. The Cultural Report (CRM Tech 2017) discusses that this site was found by one study to be eligible for the National Register of Historic Places as a property associated with

New Deal-era work-relief programs and embodying Art Deco architecture of the 1920s-1930s, however, a later study found the buildings did not meet the requirements of those criteria.

A third site recorded just north of the project area, 36-010330 (CA-SBR-10330H) consisted of the segment of the former Southern Pacific Railroad mainline in San Bernardino County, which is now part of the Union Pacific Railroad system. This rail line was constructed in 1875 as a part of the Southern Pacific mainline between California and Texas. Although an early report concluded the site was eligible for the National Register due to the important role that the Southern Pacific Railroad once played in the growth of the southern California region, subsequent studies focusing on various segments of the rail line found them ineligible for lack of historic integrity, and the other previously recorded sites were not in the immediate project vicinity.

The project area is predominately urbanized, vacant, has been previously disturbed from prior grading activities and developed, and is not located within the County's Cultural Resource Overlay area. The intensive modification and disturbance associated with the grading and surface modification of the project site has eradicated any near-surface record of prehistoric, ethnohistoric, or historic-era behavioral activities that may have otherwise been preserved as archeological sites, deposits, or features. As a result, the potential for encountering buried archaeological resources is very low. If buried resources are encountered, they are likely to be disturbed or secondary contexts, considering the entire surface of the site has been heavily modified, graded, and previously developed. In the unlikely event that substantial deposits of buried cultural materials, such as concentrated deposits of historic-period refuse, are encountered during earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Therefore, impacts related to archaeological resources would be less than significant.

V-c) **Less Than Significant Impact.** Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils. They are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and, in fact, are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion.

No paleontological resources are known to be on or adjacent to the project site. It is assumed that if these resources were located in these areas, they would have been discovered during original or subsequent ground disturbing activities in this urbanized area. If evidence of paleontological resources is encountered during grading and construction, operations would be required to cease, and the County of San Bernardino and County Museum would be required to be contacted for determination of appropriate procedures. Compliance with the County's standard conditions would preclude significant impacts to paleontological resources. Therefore, impacts would be less than significant.

V-d) **Less Than Significant Impact.** The project site is not located within a known or suspected cemetery and there are no known human remains within the site. As discussed in V-a), the project site has been significantly disturbed by grading during previous development activities; therefore, the potential for uncovering human remains at the project site would be considered

low. Nevertheless, the remote potential exists that human remains could be unearthed during grading and excavation activities associated with project construction.

In the event that human remains are discovered during project grading or other ground disturbance activities, the project would be required to comply with Section 7050.5 of the California Health and Safety Code (CHSC) and Public Resources Code (PRC) §5097 et. seq. CHSC Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin of discovered human remains. PRC Section 5097 states that remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner.

If the Coroner determines the remains to be Native America, the Native American Heritage Commission (NAHC) would be contracted pursuant to PRC Section 5097.98, and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains.

Based on this analysis and with implementation of the CHSC and PRC sections mentioned, the impact would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all relevant County of San Bernardino regulations and conditions of approval.

Conditions of Approval

CR-1. If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards [36 CFR § 6])) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

CR-2. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

CR-3. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

CR-4. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained

to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18 1-B of the California Building Code (2001) creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

SUBSTANTIATION: (Check ☐ if project is located in the Geologic Hazards Overlay District):

A geotechnical investigation, *Geotechnical Investigation Proposed Commercial/Industrial Building: NEC Cedar Avenue and Orange Street*, was prepared by Southern California Geotechnical (SoCalGeo) (October 2014). The intent of the Geotechnical Investigation was to assess on-site geotechnical conditions and provide preliminary recommendations for design, future grading, and construction. The report is provided in Appendix D.

VI-a) i) **No Impact.** According to the most recent Alquist-Priolo Earthquake Fault Zone Map, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, the project site is not expected to be subject to rupture. No impacts are anticipated with respect to fault rupture.

ii) **Less Than Significant Impact.** The project site, like most of Southern California, is located in a seismically active region. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. There are faults capable of generating moderate to large earthquakes in the project vicinity. The nearest fault zone is the San Jacinto fault zone located approximately five miles north of the project site.

The project would be required to comply with the building design standards of the 2013 California Building Code (CBC) for the construction of new buildings/and or structures as well as any applicable standards for seismic forces. All project construction would be conducted according to the standard building design and engineering techniques required for compliance with the CBC. Although some structural damage is typically not avoidable during a large earthquake, compliance with applicable ordinances and the CBC in intended to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures, which are based on determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Further, the *Geotechnical Investigation* (SoCalGeo 2014) has included specific recommendations to reduce the risk of structural damage as a result of strong seismic shaking, pursuant to the CBC. Conditions of approval would ensure that the project would adhere to CBC requirements and implementation of the seismic design parameters recommended in the *Geotechnical Investigation* (SoCalGeo 2014), which would reduce the risks related to strong seismic shaking to a less than significant level.

iii) **Less Than Significant Impact.** Liquefaction is the loss of soil strength or stiffness due to a buildup of water pressure between soil particles during severe ground shaking. This condition is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils that often make up alluvial materials. Liquefaction can cause ground and structure settlement, flotation of buoyant structures, and cracking of the ground surface. The general liquefaction susceptibility of the site was determined by research of the *San Bernardino County Official Land Use Plan, General Plan, Geological Overlay*. The map for the Fontana Quadrangle indicates that the project site is not located within a liquefaction hazard zone. The potential for impacts from liquefaction are considered less than significant. Additionally, adherence to the *California Building Code* would further reduce any potential impacts of seismic-related ground failure, including liquefaction to less than significant levels.

iv) **No Impact.** The project site is relatively flat with slopes of less than two percent. The site ranges in elevation from 1,094 amsl in the northwest corner to 1,073 amsl in the southeast corner. The overall topographic relief of the site is approximately 21 feet. The topography of surrounding properties is similar with no unusual geographic features. Therefore, project

implementation would not expose people or structures to potential substantial adverse effects involving landslides, and no impacts would occur.

The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving; (i) rupture of a known earthquake fault, (ii) strong seismic ground shaking, (iii) seismic-related ground failure, including liquefaction or (iv) landslides, because there are no such geologic hazards identified in the immediate vicinity of the project site. The project would be reviewed and approved by County Building and Safety with appropriate seismic standards.

VI-b) **Less Than Significant Impact.** The primary concern in regards to soil erosion or loss of topsoil would be during the construction phase of the project. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water.

The project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities. The NPDES Storm Water Construction Permit requires preparation of a Storm Water Pollution Prevention Plan, which would identify specific erosion and sediment control Best Management Practices (BMPs) that would be implemented to protect storm water runoff during construction activities. Compliance with the California Building Code and NPDES permit conditions would minimize effects from erosion and ensure consistency with the Regional Water Quality Control Board Water Quality Control Plan. By following compliance with NPDES requirements via Conditions of approval 2 and 3, project implementation would result in less than significant impacts regarding soil erosion.

Substantial soil erosion or loss of topsoil is not expected to occur during long-term operation. The majority of the project site would be covered with structures or paved, and the remaining pervious areas would be landscaped, which would minimize impacts to a less than significant level.

VI-c) **Less Than Significant Impact.** The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As discussed above, the *Geotechnical Investigation* (SoCalGeo 2014) found that impacts due to liquefaction to be less than significant and there would be no impacts from landslides because the site is flat. Additionally, the *Geotechnical Investigation* (SoCalGeo 2014) found that the impacts of lateral spreading and subsidence to be less than significant.

VI-d) **Less Than Significant Impact.** Expansive soils can be a problem, as variation in moisture content would cause a volume change in the soil. Expansive soils heave when moisture is introduced and contract as they dry. According to the *Geotechnical Investigation* (SoCalGeo 2014) the project site is underlain by soils with very low expansion potential. Therefore, no design considerations related to expansive soils are required. Impacts are less than significant.

VI-e) **Less Than Significant Impact.** The project would install onsite sewer lines that would connect to an extension east to the existing manhole at the intersection of Orange Street at Larch Avenue. The project would not utilize septic tanks or alternative wastewater disposal systems. Thus, impacts would not occur.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

GS-1. The Project is required to comply with the California Building Standards Code as adopted by the County of San Bernardino to preclude significant adverse effects associated with seismic hazards. A design-phase geotechnical report will be produced and its recommendations will be implemented during site grading and construction. The following conditions are recommended:

- Once project grading and foundation plans are prepared and available, the project geotechnical consultant shall review the grading and foundation plans relative to the geotechnical recommendations in the above referenced report and provide an updated report and/or supplement if determined to be necessary. The geotechnical consultant shall stamp and wet-sign the grading and foundation plans which shall be submitted the County for review and approval as part of the plan check process.

- The Project Geotechnical Engineer shall perform inspection and density testing during grading. Upon completion of rough grading, the Geotechnical Engineer shall prepare a compaction report that includes the results of compaction testing and a plat or other suitable map showing the location of compaction tests. In addition, the report shall summarize the results of in-grading inspections and shall indicate whether the grading has been conducted in accordance with the recommendations of the approved geotechnical report. The report shall be submitted to Building and Safety with appropriate fees for review and approval.

- The Project Geotechnical Engineer shall inspect and approve footing excavations prior to placement of forms, steel, or pouring of concrete.

GS-2. The project would comply with National Pollutant Discharge Elimination System (NPDES) requirements for control of discharges of sediments and other pollutants during construction. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared and submitted to the State Water Resources Control Board. The project will obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) in effect at the time of grading permit application. The SWPPP will require preparation of an Erosion & Sediment Control Plan. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by County of San Bernardino staff or its designee to confirm compliance.

GS-3. The project would comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a Water Quality Management Plan (WQMP) in compliance with the

Municipal Separate Storm Sewer System (MS4) Permit in effect for the Santa Ana Regional Water Quality Control Board (RWQCB) at the time of grading permit application.

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

SUBSTANTIATION:

A *Greenhouse Gas (GHG) Emissions Report* was prepared for the project by Michael Baker International (August 2017). The findings of the GHG Report are summarized in this Initial Study, and the report is included as Appendix E.

VII-a) **Less than Significant Impact.** In September 2006, the California State Legislature enacted the Global Warming Solutions Act (Assembly Bill or AB 32) to address greenhouse gasses (GHG) caused by human activity and implicated in global climate change. AB 32 requires that GHG emissions in California be reduced to 1990 levels by 2020, and is part of a larger State plan to reduce emissions to 80 percent below 1990 levels by 2050.

The Climate Action Reserve established general and industry-specific protocols for assessing and reporting GHG emissions. GHG sources are either direct (i.e., from the project site and activities associated with operations) and indirect (i.e., not directly associated with the project, but impacted by its operations).

The project would result in direct and indirect emissions from CO_2 (from gasoline and diesel combustion), and N_2O and CH_4 (from limited vehicle tailpipe emissions). Direct GHG emissions would result from construction activities, area sources, and mobile sources. Indirect emissions would result from electricity consumption, water demand, and solid waste generation. Operational emissions sources would be from natural gas usage and mobile emissions.

CalEEMod quantified the indirect and direct emissions that would be produced with implementation of the project, including construction and operational emissions. The measure $MTCO_2e$ per year is used to account for variations in the effectiveness of the aforementioned gases on climate change.

In December 2011, the County Board of Supervisors adopted a Greenhouse Gas Emissions Reduction Plan (GHG Reduction Plan) that establishes 3,000 $MTCO_2e$ as the screening threshold for projects to be considered consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. The County's Screening Table point system was used to evaluate the project's compliance with the GHG Plan. The proposed project's design features incorporate 100 points on the Screening Tables for Implementation of GHG Reduction Measures for Commercial Development through the application of Modestly Enhanced Window Insulation (7 points), All Rooms Daylighted (7 points), Water Efficient Irrigation Systems (5 points), Employee Bicycle/Pedestrian Programs (1 point), and Provide Eight (8) Public Charging Stations for Use by an Electric Vehicle (38 points). Because the project design features exceed 100 points, the

project is considered consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the Applicant through the Screening Tables Review Process have been included in the project design or would be included as Conditions of Approval for the project.

As shown in **Table VII-1** the total amount of GHG emissions that would result from direct and indirect sources with implementation of the project would total 1,973.85 $MTCO_2e$ per year, which is below the County's 3,000 $MTCO_2e$ per year screening threshold. Projects that do not exceed the County threshold are considered to have a less than significant individual and cumulative impact for GHG emissions. Because the project would produce GHG emissions less than the County's screening threshold, impacts would be less than significant and no mitigation measures would be required.

Table VII-1 Project Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2eq
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2eq	Metric Tons/yr	Metric Tons of CO_2eq	
PROJECT GHG EMISSIONS						
Direct Emissions						
▪ Construction (amortized over 30 years)	24.83	0.00	0.00	0.00	0.00	24.93
▪ Mobile Source	1,346.53	0.07	1.78	0.00	0.00	1,348.31
Total Unmitigated Direct Emissions	**1,371.46**	**0.07**	**1.78**	**0.00**	**0.00**	**1,373.24**
Indirect Emissions						
▪ Area	0.01	0.00	0.00	0.00	0.00	0.01
▪ Energy	200.86	0.01	0.20	0.00	0.57	201.63
▪ Waste	35.26	2.08	52.09	0.00	0.00	89.43
▪ Water Demand	190.82	1.40	34.99	0.03	10.25	237.50
▪ Off-Road (Forklifts)	71.38	0.02	0.57	0.00	0.00	71.97
Total Unmitigated Indirect Emissions	**498.33**	**3.51**	**87.84**	**0.04**	**10.82**	**600.54**
TOTAL NET GHG EMISSIONS	***1,973.85 $MTCO_2eq/yr$***					

Notes:
Emissions calculated using CalEEMod computer model.
Totals may be slightly **off due to** rounding.
Refer to Appendix A, *Greenhouse Gas Emissions Data*, **for detailed model** input/output **data.**

VII-b) **Less than Significant Impact.**

GHG Reduction Plan

As mentioned in VII-a), the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan) on December 6, 2011 that became effective on January 6, 2012. The GHG Plan establishes an emissions reduction target for the year 2020 that is 15 percent below 2007 emissions levels. Achieving this goal would ensure that GHG emissions from activities covered by the GHG Plan would not be cumulatively considerable.

The County's GHG Plan is achieved through applying reduction requirements to projects during the Development Review Process. All new development is required to quantify a project's GHG emissions. Certain projects are required to use Screening Tables, which assign points to various activities that reduce GHGs, to determine the necessary reduction measures that would be adopted as mitigation to reduce project emissions to below a level of significance. As shown in **Table VII-1**, the project would generate less than the 3,000 $MTCO_2e$ per year standard. As described in Appendix F of the GHG Plan, projects that generate less than 3,000 $MTCO_2e$ per year of GHG emissions are

deemed to be consistent with the GHG Plan and do not require mitigation; for this reason, the GHG Plan states that the use of Screening Tables to determine GHG reduction measures is not required for projects below this threshold. Therefore, a less than significant impact would occur.

AB 32 requires that state GHG emissions be reduced to 1990 levels by 2020. The County's GHG Plan was established for consistency with AB 32's target. SB 32, which became effective in September 2016, established the emissions target of 40 percent below 1990 levels by 2030.

SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan for the Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. It establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region that is consistent with both the AB 32 (2020) and SB 32 (2030) targets.

The project would not conflict with the goals of the RTP/SCS, and thus would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016 RTP/SCS. Therefore, impacts associated with project construction and operation would be less than significant, and no mitigation measures would be required.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

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

SUBSTANTIATION:

A *Phase I Environmental Assessment, 8.82-acre Vacant Parcel, Eastern Corner of Orange Street and Cedar Avenue, Bloomington, California 92316 (APN 0253-211-56)* (Phase I ESA) was prepared by SCS Engineers (July 2016) for the project site. The findings of the Phase I ESA are summarized in the Initial Study; the report is included as Appendix F.

VIII-a) **Less Than Significant Impact.** The project is a warehouse distribution center and is not expected to transport, use, or dispose of significant amounts of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. If such uses are proposed on the site in the future, they would be subject to permit and inspection by the Hazardous Materials Division of the San Bernardino County Fire Department (SBCFD), and subsequent land use review by the County may be required.

During construction, the project would involve the transport of common construction materials such as concrete, wood, metal, and fuel for construction equipment. These substances are considered hazardous, but not acutely hazardous. Although they would be stored in temporary storage tanks/sheds located on the project site, these materials could have the potential for accidental spillage that could expose workers. However, the use, storage, transport, and disposal of these hazardous construction materials would be carried out in accordance with federal, state, and county regulations. Furthermore, no extremely hazardous substances (i.e., those governed by Title 40, Part 335 of the Code of Federal Regulations) are anticipated to be produced, used, stored, transported, or disposed of as a result of project construction. As required by the SBCFD Hazardous Materials Division, Material Safety Data Sheets for all applicable hazardous materials present onsite would be readily available to onsite personnel. Additionally, non-hazardous construction debris generated by the project would be disposed of at local landfills. Sanitary waste would be managed using portable toilets, with waste disposed of at approved sites.

During operation, the warehouse distribution center would produce non-hazardous waste that would be disposed of at local landfills.

The project would be required to comply with all applicable federal, state, and county laws, ordinances, and regulations, and therefore would result in less than significant impacts related to creating significant hazards through routine transport, use, or disposal of hazardous materials.

VIII-b) **Less Than Significant Impact.** As noted in VIII-a), the project would not involve the use, storage, or disposal of hazardous materials. Only construction-related materials such as fuels, lubricants, adhesives, and solvents would be used during the construction phase of the project. The toxicity and potential release of these construction materials would depend on the quantity of material, type of storage container, safety protocols used onsite, location and/or proximity to residences, frequency and duration of spills or storage leaks, and the reactivity of hazardous substances with other materials. However, compliance with regulations and standard protocols during the storage, transportation, or use of any hazardous construction materials would ensure that no substantial impacts would occur.

The project site was developed with residential uses and a Catholic church until the 1980s. The site has been vacant since 1990, with only remnants of two cul-de-sac roads crossing the property remaining. No recognized environmental conditions (REC) or obvious indications of environmental issues that would affect the environmental condition of the property were observed during the Phase I ESA inspection (SCS 2016). The nearest railroad track is located approximately 45 feet to the north of the project site on the opposite side of a dirt berm. Based

on the distance and visual inspection, the Phase I ESA determined it to be unlikely that a release of chemicals and products transported or used to prevent vegetation growth on the tracks at the adjoining railroad right-of-way has affected the environmental condition of the project site.

Any proposed use or construction activity that could involve hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department, and standard construction practices would be observed so that any materials released would be appropriately contained and remediated as required by local, State, and federal law. As such, there would be a less than significant impact associated with creating a significant hazard to the public or the environment through foreseeable upset and accident conditions.

VIII-c) **Less Than Significant Impact.** The project site is located approximately 50 feet north across Orange Street of Slover Mountain High (Continuation) School and northwest of the Bloomington Head Start program, both located at 18829 Orange Street. Thus, the project site is located within one-quarter (0.25) mile from an existing or proposed school. As discussed in VIII-a) and –b) above, all hazardous or potentially hazardous materials would comply with all applicable federal, State, and local agencies and regulations with respect to hazardous materials. Construction of the project would not involve the use of acutely hazardous substances. Warehouse distribution operations would not be expected to emit or handle hazardous or acutely hazardous materials. However, to ensure that the project would reduce impacts relating to the issue of accidental release of hazardous materials, Condition of Approval 1, below would be implemented.

Additionally, as discussed in Section III, Air Quality, impacts related to cancer risk and $PM_{2.5}$ concentrations from heavy trucks would be less than significant at the school campus, and non-carcinogenic hazards were calculated to be within acceptable limits in the HRA. Although the increased cancer risk from heavy trucks would be below the applicable significance threshold, because the school facilities south of the project are 60 feet away, Air Quality Condition of Approval 1. would enforce existing regulation and reduce the generation of diesel particulate matter.

Implementation of Air Quality Condition of Approval 1 and Condition of Approval 1, below would ensure that impacts would remain less than significant.

VIII-d) **No Impact.** The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5[3] (EnviroStor). Therefore, no impact would occur.

VIII-e) **No Impact.** The project site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest public-use airport is San Bernardino International Airport, approximately 8 miles east of the project site. No impacts would occur.

VIII-f) **No Impact.** The project site is not located within the vicinity of a private airstrip or related facilities. The nearest private heliport is Johnson Heliport, approximately 5 miles to the southeast. Therefore, the project would not result in safety hazards for people residing or working in the project area as a result of proximity to an airport, and no impacts would occur.

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3 California Department of Toxic Substances Control, http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed July 13, 2017.

VIII-g) **Less Than Significant Impact.** The project would not affect any emergency response or evacuation plans. Emergency vehicles would continue to have access to project-related and surrounding roadways upon completion of the project. The Bloomington Community Plan (2007) designates the Valley Boulevard, Slover Avenue, and the I-10 as an Emergency Evacuation Routes.[4] However, other roadways within the community may be used as evacuation routes, and evacuation authorities will designate specific evacuation routes during emergency to respond to the needs and circumstances of the situation. These routes will be communicated to residents at the time of an emergency and will be handled pursuant to the County Emergency Management Plan procedures.

The project site is approximately 0.2 miles south of Valley Boulevard, 0.13 miles north of Slover Avenue, and 0.07 miles south of the I-10. Although project construction and operational traffic would utilize these routes, the traffic use would not impair implementation of or physically interfere with, the County's emergency evacuation routes.

Section XVI, Traffic and Transportation, summarizes the Traffic Impact Analysis, which analyzed project traffic impacts. Under Existing Plus Project conditions, the addition of project-related trips would not result in significant impacts at the study intersections. Although the addition of project-related traffic for Opening Year 2019 would result in a deficient level of service at Cedar Avenue / I-10 Eastbound Ramp in the AM peak hour, this intersection is included in the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program, and payment of the DIF for this intersection mitigates the project's potential to contribute to significant impacts. Under Horizon Year 2035 conditions, assuming the I-10/Cedar Avenue interchange improvements are built prior to Year 2035, the addition of project-related trips would not result in significant impacts at the study intersections. Construction notice to proceed for the interchange improvements is schedule for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority.

Because overall traffic impacts would be less than significant, the existing roads have sufficient capacity to accommodate project traffic. Therefore, impacts to emergency response or evacuation plans would be less than significant.

VIII-h) **No Impact.** The project site is not within an area of high or very high fire hazard, as designated by CAL FIRE. The project area is predominately built out and no wildlands occur within or adjacent to the project site. Project implementation would introduce additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. The project would also conform with the San Bernardino's General Plan Safety Element (primarily Title 2, Division 3, "Fire Protection and Explosives and Hazardous Materials"). Through compliance with these requirements, the risk associated with wildfires on the project site would be reduced to a less than significant impact.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

See Section III, Air Quality Condition of Approval 1 and 3.

[4] Bloomington Community Plan, 61, April 12, 2007, http://www.sbcounty.gov/Uploads/lus/CommunityPlans/BloomingtonCP.pdf accessed July 13, 2017.

HAZ-1. The project is subject to all applicable federal, state, and local laws and regulations regarding hazardous materials including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒

j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

SUBSTANTIATION:

A *Preliminary Water Quality Management Plan for Cedar Avenue Technology Park* (WQMP) was prepared by FM Civil Engineers Inc. (September 2017); refer to Appendix G. A *Preliminary Drainage Study* was prepared by FM Civil Engineers Inc. (August 2017); refer to Appendix H.

IX-a) **Less Than Significant Impact.**

Construction

Construction of the project would involve clearing, grading, paving, utility installation, building construction, and the installation of landscaping, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board (WQCB) and the County of San Bernardino, the project would be required to obtain a National Pollutant Discharge Elimination System Municipal Stormwater (NPDES) Permit for construction activities. The NPDES System permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

In addition, the project would be required to comply with the Santa Ana Regional WQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin WQCP involves the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction-related activities, including grading. The SWPPP would specify the Best Management Practices (BMPs) that the project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As discussed in Section VI, Geology and Soils, Condition of Approval 2 would ensure that BMPs contained in the SWPPP would be complied with.

The SWPPP is required for plan check and approval by the City's Building and Safety Department, prior to provision of permits for the project, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management

- Spill prevention and control
- Solid waste management
- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs that are required by the County's permitting process would ensure that potential water quality degradation associated with construction activities would be minimized, and impacts to water quality would be less than significant.

Operation

Storm water pollutants commonly associated with the land uses proposed by the project include sediment/turbidity, nutrients, trash and debris, oxygen-demanding substances, organic compounds, bacteria and viruses, oil and grease, and pesticides.

After construction, the majority of runoff would surface flow into various on-site catch basins into a private on-site storm drain system. The project site includes two detention/infiltration basins: one basin (Basin A) near the northeast corner of the property adjacent to Cedar Place, and one basin (Basin B) at the southeast corner of the property adjacent to the corner of Orange Avenue at Cedar Avenue. Any overflow from Basin A would flow into Basin B. Any additional overflow from both basins would flow into a concrete spillway that outlets to Orange Avenue, and ultimately conveyed to the existing off-site municipal storm drain.

Pursuant to the requirements of the County's NPDES permit, a Water Quality Management Plan (WQMP) is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational.

The project would be required to incorporate post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs into the project. The LID site design would to minimize impervious surfaces and provide infiltration of runoff into landscaped areas. These BMPs are discussed in more detail in the Preliminary WQMP, attached as Appendix G. As discussed in Section VI, Geology and Soils, Condition of Approval 3 would ensure that BMPs contained in the WQMP would be adhered to.

Based on the analysis above, with implementation of Section VI, Geology and Soils, Condition of Approval 2 and 3, impacts would be less than significant and no mitigation measures are required.

IX-b) **Less Than Significant Impact.** The project site is located within the service area of the West Valley Water District. The Water District uses groundwater for approximately 70 percent of its water supply. Groundwater is extracted from groundwater production wells from five regional adjudicated and managed groundwater basins, and the District treats surface water from Lytle Creek and State Water Project (SWP) water at its 14.4 mgd Water Filtration Facility. The Water District anticipates that there is sufficient capacity in the existing water system to serve the expected growth within its service area without substantially depleting groundwater supplies. All municipal water entities that exceed their safe yield incur a groundwater replenishment obligation, which is used to recharge the groundwater basin with water from the State Water Project sources. Thus, the project's demand for domestic water service would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that

there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

According to the *Geotechnical Investigation* (SoCalGeo 2014), groundwater was not encountered in the on-site exploratory borings drilled to 30 feet deep, even though the soil type is classified as the most pervious. The status groundwater table at this site is not expected to impact the grading or foundation construction activities of the project.

An increase of 10.42 cfs is expected with implementation of the project due to an increase of the imperviousness ratio from vacant and undeveloped to developed with a 184,770 sf building. Because the project site's soil class provides satisfactory infiltration flows, the project would construct an infiltration system with two underground chambers that will ultimately allow the treated flows to infiltrate.

The project would change the majority of the site from pervious to impervious surfaces due to paving and building construction. However, the project would have two detention/ infiltration basins to capture the excess runoff created by the additional on-site impervious surfaces; the basins would minimize any potential impacts the project could have on local groundwater recharge. Impacts would therefore be less than significant.

IX-c) **Less Than Significant Impact.** There are no streams, rivers, creeks, or any other waterbodies on or adjacent to the project site. The project site is relatively flat and slopes slightly from north to south. Flows drain south towards Orange Street where flows collect in the gutter and travel east onto Larch Avenue. Afterwards, flows travel south on Larch Avenue and then east on Slover Avenue for approximately 1,400 feet until flows enter a concrete drainage ditch where they ultimately merge with the Rialto Channel, and then the Santa Ana River.

After construction, the project site would continue to drain across the site, and flows from the parking lots would and would enter one of the two on-site infiltration basins and landscaping in the parking medians and landscaping areas lining the perimeter of the site and north and west sides of the building. In addition, the proposed on-site infiltration basins to the east and west of the building would limit the release of storm water from the site; therefore, minimizing the potential for flooding to occur on site or off site. After passing through the infiltration basins that would filter pollutants, flows would be routed via one of two new onsite storm drains. The infiltration basins and landscaping onsite has been designed to slow and retain runoff. Therefore, the project would not alter the existing drainage pattern in the project area, and would not result in substantial erosion or siltation on- or off-site. With implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, impacts would be less than significant and no mitigation measures would be required.

IX-d) **Less Than Significant Impact.** As described in IX-c), there are no natural drainages (i.e., streams or rivers) on site. The project would use a drainage collection system that would collect the storm water runoff in two detention/infiltration basins, one located in the northeastern portion of the site, the other located in the southeastern portion of the site. The drainage basins and landscaping onsite have been designed to slow and retain runoff. Flows into the basins would be retained, and storm water would percolate into the groundwater basin.

For overflow, a large flow through planter is used to treat storm water before it enters the storm drain system providing a reduction in peak runoff. By collecting the incremental increase in storm water runoff caused by the increase in impervious surface as well as disconnected

pervious surfaces, the project would minimize the amount of off-site flows and allow downstream facilities to accept the remaining discharge.

Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Based on the analysis above, and with implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, there would be no significant alteration of the site's existing drainage pattern, and impacts due to on- and offsite flooding would be less than significant.

IX-e) **Less Than Significant Impact.** As described above, the project would install infiltration basins that have been sized pursuant to capture and filter runoff and discharge into two new storm drains that would be installed on the project site. The infiltration basins and landscaping onsite has been designed to slow and retain runoff. Impacts related to the exceedance of stormwater drainage capacity would not occur.

In addition, as described above, the project would implement a WQMP as required by Section VI, Geology and Soils, Condition of Approval 3, which would ensure that appropriate operational BMPs are implemented to eliminate or minimize the introduction of pollutants that may result in water quality impacts. Therefore, impacts related to substantial additional sources of polluted runoff would be less than significant. Based on the analysis above, with implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, impacts would be less than significant.

IX-f) **Less Than Significant Impact.** The project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. The WQMP describes the project's compliance with the requirements of the San Bernardino County's NPDES Stormwater Program. With implementation of Section VI, Geology and Soils, Conditions of Approval 2 and 3, impacts would be less than significant.

IX-g) **No Impact.** The project would not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No housing is proposed and the project site is not within identified FEMA designated flood hazard areas as shown on the *San Bernardino County Land Use Plan General Plan Hazard Overlays Map* (Map FH29B). Therefore, no impact would occur.

IX-h) **No Impact.** The project would not place structures within a 100-year flood hazard area. The project site is not within an identified FEMA designated flood hazard area, as shown on the San Bernardino County Land Use Plan General Plan Hazard Overlays Map (Map FH29B). Therefore, no impact would occur.

IX-i) **No Impact.** As noted in IX-g) and -h), the project site is not subject to flooding. According to the San Bernardino County Land Use Plan General Plan Hazard Overlays Map (Map FH29B), the project site and surrounding area is not located within a designated dam inundation area. The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, and no levee or dam are located in the vicinity of the project. Therefore, no impact would occur.

IX-j) **No Impact.** The project site is not located proximate to any enclosed or semi-enclosed bodies of water. Further, the project site is located 40 miles east from the Pacific Ocean, and therefore

would not be subject to tsunami impacts. The project site and surrounding area are relatively flat and the project site is not positioned downslope from an area of potential mudflow. The nearest large body of surface water to the project site is Lake Mathews, approximately 15 miles to the south, Due to the distance of Lake Mathers from the project site, a seiche in Lake Mathews would have no impact on the project. Therefore, no impact would occur.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

See Section VI, Geology and Soils Conditions of Approval 2 and 3.

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

SUBSTANTIATION:

X-a) **No Impact.** The project would not physically divide an established community because the project site is located in an unincorporated part of the County with no abutting residential uses, and the project would occupy an area that is currently vacant. The project site is surrounded by a developed area with various industrial and institutional uses. Implementation of the project would not result in the closure of any public rights-of-way or otherwise impede movement in the area. Due to the site's proximity to I-10 and other existing and permitted warehouse uses, development of the project site with a warehouse would be compatible with the surrounding uses and would not physically divide an established community. The project would have no impact.

X-b) **Less Than Significant Impact.** The project site is vacant and has a General Plan land use zoning designation of "Community Industrial" (IC). The Community Industrial designation is designed to accommodate industrial, distribution, and manufacturing uses. The project would construct a 184,770-sf concrete tilt-up warehouse center, including 10,000 sf of office/administrative uses. Per the County of San Bernardino Development Code, Section 85.06.050, projects greater than 80,000 sf in Community Industrial (IC) land use zoning districts must be processed through a Conditional Use Permit, and therefore this project requires a Conditional Use Permit. The warehouse is a conditionally permitted use under the existing land use designation. The project complies with all hazard protection, resource preservation and land use modifying Overlay District regulations. Therefore, the project would be consistent with the proposed General Plan and Zoning Code designation with County approval of a CUP, and would not conflict with any policy adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Furthermore, as demonstrated throughout this Initial Study, the project would otherwise not conflict with any applicable goals, objectives, and policies of the General Plan or Zoning Ordinance. With Mitigation Measures NSE-1, NSE-2, NSE-3, BIO-1, and BIO-2 as set forth in this Initial Study, the project would not conflict with any applicable policy document. Thus, the project would not conflict with any applicable land use plan, policy, or regulation adopted for the

purpose of avoiding or mitigating adverse environmental effects and impacts would be less than significant.

X-c) **No Impact** With the exception of the recovery unit for the federally endangered Delhi Sands flower-loving fly (DSFF), the project site is not subject to a conservation plan; no plans have been adopted in the area of the project site. No Delhi Sands were found on site and all on-site habitats were classified as unsuitable for DSFF. There would be no impact.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

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

SUBSTANTIATION:

XI-a) **No Impact.** The project site is not utilized for mineral extraction, nor has it been identified as containing important resources. The project site is not located within an area known to be underlain by regionally- or locally-important mineral resources, or within an area that has the potential to be, as disclosed by the County of San Bernardino's General Plan and the associated General Plan FEIR. Accordingly, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. No impacts would occur.

XI-b) **No Impact.** Development of the project site would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The project site is zoned Community Industrial (IC) and is not located within a Mineral Resource Overlay (MR) area. No impacts would occur.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

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

SUBSTANTIATION:

Urban Crossroads prepared a *Noise Impact Analysis* (July 2017). The *Noise Impact Analysis* can be found in Appendix I.

County of San Bernardino General Plan Noise Element

The County of San Bernardino Noise Element of the General Plan limits community exposure to excessive noise levels. Common sources of environmental noise in San Bernardino County are associated with roads, airports, railroad operations, and industrial activities. To address these sources of noise, the following goals are identified in the General Plan Noise Element:

N 1 – The County will abate and avoid excessive noise exposures through noise mitigation measures incorporated into the design of new noise-generating and new noise-sensitive land uses, while protecting areas within the County where the present noise environment is within acceptable limits.

N 1.5 – Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and through-truck traffic to designated routes; and distribute maps of approved truck routes to County traffic officers.

N 2 – The County will strive to preserve and maintain the quiet environment of mountain, desert, and other rural areas.

These guidelines provide criteria to assess transportation noise on sensitive land uses.

County of San Bernardino Development Code

The County Code, Title 8 Development Code, contains noise level limits for mobile, stationary, and construction-related noise sources. The Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5-dB adjustment to sound levels during evening hours (7:00 PM to 10:00 PM) and a 10-dB adjustment to sound levels during nighttime hours (10:00 PM to 7:00 AM). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours.

Transportation Noise Standards

Section 83.01.080(d), Table 83-3 contains the County's mobile source-related standards. There are no exterior or interior noise level standards for the manufacturing or warehouse buildings of the project. Exterior transportation (mobile) noise level standards for residential land uses in the project study area are 60 dBA CNEL.

Operational Noise Standards

The County of San Bernardino County Code, Title 8 Development Code, Section 83.01.080(c) establishes the noise level standards for stationary (operational) noise sources. Because the project's industrial land use could potentially impact adjacent noise-sensitive uses in the project area, the Noise Impact Analysis (Urban Crossroads 2017) relied on more conservative residential noise level standards to describe potential operational noise impacts. For residential properties, the exterior noise level shall not exceed 55 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.) for both the whole hour, and for not more than 30 minutes in any hour.

As shown in the **Table XII-1** below, the exterior noise level standards apply for a cumulative period of 30 minutes in any hour, as well as plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time.

Table XII-1 Operational Noise Standards

Land Use[1]	Time Period	Daytime Exterior Noise Level Standards (dBA)[2]					
		L_{eq} (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
Residential	Daytime	55	55	60	65	70	75
	Nighttime	45	45	50	55	60	65
Professional Services	Anytime	55	55	60	65	70	75
Other Commercial	Anytime	60	60	65	70	75	80
Industrial	Anytime	70	70	75	80	85	90

[1] Source: Section 83.01.080(c) of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3.1).
[2] Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The percent noise level is the level exceeded "n" percent of the time during the measurement period. L_{25} is the noise level exceeded 25% of the time.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "E. Avg." = logarithmic (energy) average

Construction Noise Standards

Noise from construction activities are limited to the hours of operation provided in Section 83.01.080(g)(3) of the County of San Bernardino Development Code, which indicates that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except Sundays and Federal holidays. Neither the County of San Bernardino General Plan nor County Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers.

To evaluate whether the project could generate potentially significant construction noise levels at off-site sensitive receiver locations, a construction-related noise level threshold was used in the Noise Impact Analysis (Urban Crossroads 2017) from the *Criteria for Recommended Standard: Occupational Noise Exposure* prepared by the National Institute for Occupational Safety and Health (NIOSH). NOISH identifies a noise level threshold based on the duration of exposure to the source. The construction related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. The results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For purposes of the Noise Impact Analysis, the lowest, more conservative construction noise level threshold of 85 dBA Leq was used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. The noise level threshold of 85 dBA Leq over a period of eight hours or more was used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations.

Vibration Standards

Vibration-generating activities are typically evaluated against standards established under a jurisdiction's Municipal Code, so the County of San Bernardino Development Code vibration level standards were used in the Noise Impact Analysis to assess potential impacts at nearby sensitive receiver locations. The County of San Bernardino Development Code, Section 83.01.090(a) states that vibration shall be no *greater than or equal to two-tenths per second measured at or beyond the lot line*. To determine if the vibration levels due to the operation and construction of the project, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second was used.

Summary of Significance Criteria

Thus, while the CEQA Guidelines and the County of San Bernardino General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, neither one defines the levels at which increases are considered substantial. The significance criteria in **Table XII-2** were used to determine whether the project would cause potential significant impacts.

Table XII-2 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]	If ambient is < 65 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Residential[3]	Hourly Leq	55	45
		≥ 30 Minutes L_{50}	55	45
		≥ 15 Minutes L_{25}	60	50
		≥ 5 Minutes L_8	65	55
		≥ 1 Minute L_2	70	60
		Anytime L_{max}	75	65
	Noise-Sensitive[1]	If ambient is < 60 dBA	≥ 5 dBA Project increase	
		If ambient is 60 - 65 dBA	≥ 3 dBA Project increase	
		If ambient is > 65 dBA	≥ 1.5 dBA Project increase	
Construction	Noise-Sensitive	Permitted between 7:00 a.m. to 7:00 p.m.; except Sundays and Federal holidays.[3]		
		Noise Level Threshold[4]	85 dBA Leq	n/a
		Noise Level Increase[5]	12 dBA Leq	n/a
		Vibration Level Threshold[6]	0.2 in/sec PPV	n/a

[1] Source: FICON, 1992.
[2] Source: Section 83.01.080 of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3.1).
[3] Source: Section 83.01.080(g)(3) of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3.1).
[4] Source: NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure, June 1998.
[5] Source: Caltrans Traffic Noise Analysis Protocol, May 2011.
[6] Source: Section 83.01.090(a) of the County of San Bernardino County Code, Title 8 Development Code (Appendix 3.1).
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "n/a" = Project operation limited to the hours of 7:00 a.m. to 7:00 p.m. and construction activities are not permitted during the daytime hours; "PPV" = Peak Particle Velocity.

Ambient Noise Measurements

Noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing hourly noise levels in the project area. Receivers represent a location of noise sensitive areas and were used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at nearby sensitive receiver locations allowed for the comparison of the without and with project implementation noise levels.

Receiver location L1 represents the noise levels north of the Project site across Interstate 10 near existing residential homes south of Valley Boulevard. Location L2 represents the west of the Project site on Orange Street adjacent to existing residential homes. Location L3 represents the noise levels at the southern Project site boundary on Orange Street near Bloomington Junior High School. Located east of the Project site, location L4 represents the noise levels on Larch Avenue near existing industrial and residential uses. Location L5 represents the noise levels south of the Project site on Slover Avenue near existing residential homes. See Exhibit 5-A of the Noise Impact Analysis (Urban Crossroads 2017) in Appendix I of this Initial Study for the map of noise level measurement locations.

Table XII-3 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. The background ambient noise levels in the project study area are dominated by transportation-related noise associated with the arterial transportation network, which includes the I-10 and the Union Pacific Railroad lines, as well as background industrial land use activities.

Table XII-3 24-Hour Ambient Noise Level Measurements

Location	Distance to Project Boundary (Feet)	Energy Average Hourly Noise Level (dBA Leq)		CNEL
		Daytime	Nighttime	
L1	1,145'	63.2	62.2	69.1
L2	700'	66.3	64.6	71.7
L3	0'	60.4	59.2	66.3
L4	545'	60.4	59.5	66.4
L5	735'	64.9	61.0	68.7

XII-a), XII-d) **Less Than Significant with Mitigation Incorporated.** Impacts from noise are evaluated for short-term (temporary) impacts associated with project construction and long-term (permanent) impacts resulting from project operation.

Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, five receiver locations were identified as representative locations. Sensitive receivers are defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses considered relatively insensitive to noise include business, commercial, and professional developments. Land uses typically unaffected by noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Representative sensitive receivers near the project site include single-family residential homes at locations R1, R2, and R5, and the Colton Joint Unified School District offices (R3) and Bloomington Junior High School (R4). Other sensitive land uses in the project study area that are located at greater distances would experience lower noise levels than the representative receivers due to the additional attenuation from distance and the shielding of intervening structures. The following describes the locations of the representative sensitive receivers in greater detail:

R1: Located approximately 739 feet north of the Project site, R1 represents existing residential home across I-10 on Church Street. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents an existing residential home southwest of the Project site at roughly 322 feet on Orange Street. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing outdoor basketball court at Bloomington Junior High School situated south of the Project site at approximately 111 feet across Orange Street. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R4: Location R4 represents the existing classroom buildings of Bloomington Junior High School located south of the Project site at approximately 60 feet on Orange Street.

R5: Location R5 represents the existing residential homes located south of the Project site at approximately 763 feet, south of Slover Avenue. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Receiver locations are mapped in Exhibit 8-A of the Noise Impact Analysis (Urban Crossroads 2017).

Short-Term Construction Impacts

Construction of the project would occur over approximately twelve months, and would require the use of heavy equipment that would increase noise levels in the immediate project area. Noise from construction activity would fluctuate depending on the particular type, number, and duration of use of construction equipment. **Table XII-4** provides the noise levels produced by various types of construction equipment, including at a 50-foot distance between the equipment and the noise receptor.

Table XII-4 Construction Reference Noise Levels

ID	Noise Source	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq)[7]
1	Truck Pass-Bys & Dozer Activity[1]	30'	63.6	59.2
2	Dozer Activity[1]	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities[2]	30'	71.9	67.5
4	Foundation Trenching[2]	30'	72.6	68.2
5	Rough Grading Activities[2]	30'	77.9	73.5
6	Framing[3]	30'	66.7	62.3
7	Water Truck Pass-By & Backup Alarm[4]	30'	76.3	71.9
8	Dozer Pass-By[4]	30'	84.0	79.6
9	Two Scrapers & Water Truck Pass-By[4]	30'	83.4	79.0
10	Two Scrapers Pass-By[4]	30'	83.7	79.3
11	Scraper, Water Truck, & Dozer Activity[4]	30'	79.7	75.3
12	Concrete Mixer Truck Movements[5]	50'	71.2	71.2
13	Concrete Paver Activities[5]	30'	70.0	65.6
14	Concrete Mixer Pour & Paving Activities[5]	30'	70.3	65.9
15	Concrete Mixer Backup Alarms & Air Brakes[5]	50'	71.6	71.6
16	Concrete Mixer Pour Activities[5]	50'	67.7	67.7
17	Forklift, Jackhammer, & Metal Truck Bed Loading	50'	67.9	67.9

[1] As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.
[2] As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.
[3] As measured by Urban Crossroads, Inc. on 10/20/15 at a residential construction site located in Rancho Mission Viejo.
[4] As measured by Urban Crossroads, Inc. on 10/30/15 during grading operations within an industrial construction site located in the City of Ontario.
[5] Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27934 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.
[6] As measured by Urban Crossroads, Inc. on 9/9/16 during the demolition of an existing paved parking lot at 41 Corporate Park in Irvine.
[7] Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

Calculated construction noise levels at noise-sensitive receiver locations show that the highest construction noise levels will occur when construction activities occur at the closest point from the center of the project construction activity to each of the nearby receiver locations. Unmitigated construction noise levels are expected to range from 50.1 to 75.7 dBA Leq at the nearby receiver locations. The NIOSH noise level threshold of 85 dBA Leq was used as an acceptable threshold to evaluate whether the project would generate potentially significant noise impacts. As shown in **Table XII-5**, peak construction noise levels at potentially impacted receiver locations would satisfy the NOISH 85 dBA Leq significance threshold during temporary project construction activities, and therefore is considered a less than significant impact.

Table XII-5 Construction Equipment Noise Level Compliance (dBA Leq)

Receiver Location[1]	Construction Noise Levels (dBA Leq)		
	Peak Activity[2]	Threshold[3]	Threshold Exceeded?[4]
R1	55.9	85	No
R2	62.7	85	No
R3	71.3	85	No
R4	75.7	85	No
R5	50.1	85	No

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Estimated construction noise levels during peak operating conditions, as shown on Table 10-7.
[3] Construction noise level threshold as shown on Table 4-2.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

To determine the temporary project construction noise level contributions to the existing ambient noise environment, the difference between the construction noise levels in **Table XII-5** and the existing daytime ambient noise level measurements at the off-site receiver locations was calculated. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on the Caltrans substantial noise level increase criteria. No nighttime construction activity is permitted in the County of San Bernardino Development Code, and therefore, nighttime noise level increases were not analyzed. As presented in **Table XII-6**, project implementation would contribute unmitigated worst-case construction noise level increases approaching 15.4 dBA Leq during the daytime hours at the closest sensitive receiver location (R4). Location R4 represents the closest outdoor area and classroom buildings of Bloomington Junior High School at roughly 60 feet from the property line south of the project site, across Orange Street. Because the worst-case temporary noise level increases at this receiver location during project construction would exceed the 12 dBA Leq significance threshold, the unmitigated construction noise level increase would be considered a potentially significant noise impact at this receiver location.

Table XII-6 Unmitigated Construction-Related Temporary Noise Level Increases

Receiver Location[1]	Peak Project Construction Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Temporary Worst-Case Project Contribution[6]	Threshold Exceeded?[7]
R1	55.9	L1	63.2	63.9	0.7	No
R2	62.7	L2	66.3	67.9	1.6	No
R3	71.3	L3	60.4	71.6	11.2	No
R4	75.7	L3	60.4	75.8	15.4	Yes
R5	50.1	L5	64.9	65.0	0.1	No

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Peak unmitigated Project construction noise levels as shown on Table 10-8.
[3] Ambient noise level measurement locations as shown on Exhibit 5-A.
[4] Observed daytime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the Project construction activities.
[6] The temporary noise level increase expected with the addition of the proposed Project activities.
[7] Based on the 12 dBA Leq temporary increase significance criteria as defined in Section 4.

Therefore, temporary construction noise **Mitigation Measures NSE-1, NSE-2, NSE-3** as detailed in this section are required to reduce impacts at receiver location R4. This would

include the use of temporary construction noise mitigation barriers at the construction boundaries near the impacted receiver locations where project construction noise levels could potentially exceed the noise level thresholds. The construction noise analysis presents a conservative approach, with the highest noise-level producing equipment for each stage of the project construction operating at the closest point from construction activity to the nearby sensitive receiver locations. However, this scenario is unlikely to occur during typical construction activities, and likely overstates the construction noise levels which would be experienced at each receiver location. With implementation of the construction noise **Mitigation Measures NSE-1**, **NSE-2**, and **NSE-3** identified below, the worst-case construction noise level increases at the nearby residential receivers would be reduced.

With implementation of mitigation measures consisting of a temporary noise barrier constructed using frame-mounted materials such as vinyl acoustic curtains or quilted blankets attached to the construction site perimeter fence, peak construction noise level increases at the potentially impacted receiver location would be reduced to 11.7 dBA Leq to satisfy the 12 dBA Leq significant increase threshold during temporary project construction activities. Therefore, noise impacts from temporary project construction activities would be considered less than significant after mitigation.

Long-Term Operational Impacts

Stationary source (operational) noise impacts include idling trucks, delivery truck activities, backup alarms, loading and unloading of dry goods, parking lot vehicle movements, and rooftop air conditioning units. The County of San Bernardino County Code, Title 8 Development Code, Section 83.01.080(c) establishes the noise level standards for stationary sources, as summarized in **Table XII-2**. Reference noise levels for various activities involved with warehouse operations are described in **Table XII-7**.

Table XII-7 Reference Noise Level Measurements

Noise Source	Duration (hh:mm:ss)	Dist. From Source (Feet)	Noise Source Height (Feet)	Hourly Activity (Mins)[1]	Hourly (dBA Leq)	
					Reference Noise Level	@ 50'
Unloading/Docking Activity[2]	00:15:00	30'	8'	60	67.2	62.8
Roof-Top Air Conditioning Unit[3]	96:00:00	5'	5'	39	77.2	57.2
Parking Lot Vehicle Movements[4]	01:00:00	10'	5'	60	52.2	41.7

[1] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site based on the reference noise level measurement activity.
[2] Reference noise level measurements were collected from the existing operations of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino on 1/7/2015.
[3] As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.
[4] As measured by Urban Crossroads, Inc. on 5/17/2017 at the Panasonic Avionics Corporation parking lot in the City of Lake Forest at typical lunch hour (12:00 p.m. to 1:00 p.m.).

As indicated in **Table XII-8**, project-only operational noise levels would range from 29.1 to 41.3 dBA Leq, 26.1 to 38.3 dBA L_{50}, 28.6 to 41.2 dBA L_{25}, 32.7 to 45.8 dBA L8, 36.9 to 49.7 dBA L2, and 42.5 to 54.8 dBA Lmax at the sensitive receiver locations. This analysis includes the barrier attenuation provided by the planned 12-foot high screen wall (noise barrier) that would enclose

the truck yard, and the project building itself. Based on the results of this analysis, operational noise levels associated with the project would satisfy the County of San Bernardino Development Code daytime and nighttime exterior noise level standards at all receiver locations.

Table XII-8 Unmitigated Operational Noise Level Compliance

Receiver Location[1]	Noise Level at Receiver Locations (dBA)[2]						Threshold Exceeded?[3]
	Leq (E. Avg.)	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)	
Daytime	55	55	60	65	70	75	-
Nighttime	45	45	50	55	60	65	-
R1	37.1	34.1	37.0	41.6	45.5	50.6	No
R2	30.3	27.2	28.6	32.7	38.0	48.3	No
R3	39.2	36.3	37.9	40.6	44.0	53.1	No
R4	41.3	38.3	41.2	45.8	49.7	54.8	No
R5	29.1	26.1	28.8	33.1	36.9	42.5	No

[1] See Exhibit 9-A for the receiver and noise source locations.
[2] Estimated Project operational noise levels as shown on Table 9-2.
[3] Do the estimated Project operational noise levels meet the operational noise level standards (Table 3-1)?
"E. Avg." = Logarithmic (energy) average

Furthermore, the project would generate daytime and nighttime operational noise level increases at the nearby receiver locations of up to 0.1 dBA Leq. Since the project-related operational noise level contributions would satisfy the significance criteria summarized in **Table XII-2**, the increases at the sensitive receiver locations would be less than significant. On this basis, project operational stationary source noise would not result in a substantial temporary/periodic or permanent increase in ambient noise levels in the project area above levels existing without the project, and impacts would be less than significant.

XII-b) **Less Than Significant Impact**. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the "soft" sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Groundborne vibration is almost never annoying to people who are outdoors (Federal Transit Administration [FTA] 2006).

Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. A vibration descriptor commonly used to determine structural damage and human annoyance is the peak particle velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec.

Operational Vibration Impacts

As described in **Table XII-2**, the vibration impacts from truck haul trips associated with operational activities was assessed using the threshold of 0.2 in/sec PPV. Truck activity at normal traffic speeds would approach 0.001 in/sec PPV. Trucks transiting on-site would travel

at very low speeds, and therefore it is expected that delivery truck vibration impacts at nearby homes would satisfy the vibration threshold, and would be less than significant.

Construction Vibration Impacts

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. Construction activity can result in varying degrees of ground vibration depending on the equipment and methods used, distance to the affected structures, and soil type. Groundborne vibrations from construction activities rarely reach levels that can damage structures.

It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. The construction activities associated with the project that would most likely cause vibration impacts are heavy construction equipment and trucks.

The *Noise Impact Analysis* (Urban Crossroads 2017) determined the expected project-related vibration levels at nearby receiver locations below in **Table XII-9.** A large bulldozer would represent the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet. At distances ranging from 78 to 790 feet from project construction activities, construction vibration velocity levels would be expected to approach 0.02 in/sec PPV, which is below the vibration standard of 0.2 in/sec PPV at all receiver locations during project construction.

Table XII-9 Construction Equipment Vibration Levels

Receiver Distance to Const. Activity (Feet)[1]	Receiver PPV Levels (in/sec)[2]					Threshold Exceeded?[3]
	Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
760'	0.00	0.00	0.00	0.00	0.00	No
350'	0.00	0.00	0.00	0.00	0.00	No
130'	0.00	0.00	0.01	0.01	0.01	No
78'	0.00	0.01	0.01	0.02	0.02	No
790'	0.00	0.00	0.00	0.00	0.00	No

[1]Receiver locations are shown in Exhibit 10-A of the Noise Impact Analysis (Appendix I).
[2]Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of the Noise Impact Analysis.
[3]Whether the peak vibration exceeds the County of San Bernardino maximum acceptable vibration threshold.

Further, project-related construction vibration levels would not be capable of building damage. Peak project construction vibration levels approaching 0.02 in/sec PPV are below the FTA vibration levels for building damage at the residential homes near the project site. The impacts at the site of the closest sensitive receptors are unlikely to be sustained during the entire construction period, but rather would occur only during the times that heavy construction equipment is operating adjacent to the project site perimeter. Because construction at the project site would be restricted to daytime hours consistent with County requirements, potential vibration impacts would be eliminated during the sensitive nighttime hours. Project-related vibration impacts would be less than significant during short-term construction activities at the project site.

Therefore, overall impacts from both operational and construction vibration impacts would be less than significant.

XII-c) **Less Than Significant Impact.** Traffic generated by project operation would influence traffic noise levels in surrounding off-site areas. To quantify the changes, 10 study-area roadway

segments were calculated based on the change in the average daily traffic (ADT) volumes. Traffic noise levels were based on the traffic forecasts found in the Cedar Avenue Technology Park Traffic Impact Analysis (Michael Baker 2017), included as Appendix J of this Initial Study. The project would generate approximately 658 trips per day, with 56 AM peak hour trips and 59 PM peak hour trips. The net project generation would include 135 truck tips per day from the project building site. To assess the off-site noise level impacts with implementation of the project, noise contour boundaries were developed for Existing, Opening Year 2019, and Horizon Year 2035 traffic conditions.

Existing without project exterior noise levels would be expected to range from 58.5 to 72.0 dBA CNEL without accounting for any noise attenuation features such as noise barriers or topography. Existing with project conditions would range from 58.9 to 72.0 dBA CNEL. Thus, implementation of the project would generate noise level increases of up to 4.1 dBA CNEL on the study area road segments. Based on the significance criteria in **Table XII-2,** project-related traffic noise level increases represent a less than significant impact under existing plus project conditions.

Without the project, exterior noise levels without accounting for noise attenuation features would be expected to range from 58.6 to 72.2 dBA CNEL for Opening Year 2019. With implementation of the project, conditions would range from 59.0 to 72.2 dBA CNEL. Based on the significance criteria in **Table XII-2**, project-related traffic noise level increases of up to 4.0 dBA CNEL represent a less than significant impact under Opening Year 2019 with project conditions.

Without accounting for noise attenuation features, exterior noise levels for Horizon Year 2035 would be expected to range from 59.5 to 72.8 CNEL without the project. With the project, noise level contours would range from 59.8 to 72.8 dBA CNEL. Based on the significance criteria in **Table XII-2**, project-related traffic noise level increases of up to 3.5 dBA CNEL represent a less than significant impact under Horizon Year 2035 conditions.

Therefore, all project-generated traffic noise increases would be lower than the applicable thresholds of significance. Project-related traffic noise level increases under all traffic scenarios would be less than significant.

XII-e), XII-f) **Less Than Significant Impact.** The project site is not located within two miles of a nearby airport or airport land use plan. The largest closest operational airports to the project site are the San Bernardino International Airport to the east and the LA/Ontario International Airport to the west. The project site is located outside the 60 dBA CNEL noise contours of both airports. Additionally, an industrial use is not sensitive to noise, so implementation of the warehouse project would not require special measures to mitigate aircraft-generated noise. No airport-related noise sources affect the project site or surrounding properties.

Furthermore, there are no other private airstrips or airfields in the project vicinity, and a private airstrip is not proposed as part of the project. The project would not expose people to excessive noise levels associated with operations at a private airstrip. Therefore, impacts would be less than significant.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM#	Mitigation Measures
NSE-1	Install minimum 6-foot high temporary construction noise barriers at the Project's southern site boundary adjacent to sensitive receivers on Orange Street, as shown on Exhibit 10-A, for the duration of Project construction. The noise control barriers must have a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows: • The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts; • The noise barrier must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired; • The noise control barrier and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.
NSE-2	During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.
NSE-3	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the north).

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

SUBSTANTIATION:

XIII-a) **Less Than Significant Impact.** The project is a warehouse located adjacent to existing roads and a freeway. Implementation of the project would not directly or indirectly induce substantial population growth through the introduction of housing because no housing is associated with the development. The project is consistent with the growth projections in the *Bloomington Community Plan*. The tenant(s) of the warehouse distribution facility has not been identified; therefore, the precise number of employees cannot be determined at this time. For the purpose of this analysis, the estimated number of employees is approximately 50. Employees would be full-time and/or part-time depending on the tenant.

Unemployment is currently 4.5 percent in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (May 2017); within the Bloomington community area, the unemployment rate is 6.4 percent. It is possible that the new jobs would be absorbed by the employment needs of the community and County[5], and that employment generated from the project may incidentally contribute to population growth. However, this growth is not anticipated to be significant, and job opportunities likely arising from the project are relatively common throughout Southern California, and would likely be filled by the existing personnel pool within Bloomington and/or other adjacent cities in San Bernardino County. Any increase in employment opportunities resulting from the project would tend to improve the existing employment/housing imbalance within Bloomington and the County of San Bernardino as a whole.

The project would develop the property in accordance with the land use designation of Community Industrial applied to the site by the County of San Bernardino General Plan and Bloomington Community Plan. Accordingly, the project would not result in growth that was not already anticipated by the County of San Bernardino General Plan and evaluated by the General Plan FEIR. Therefore, the project's potential to noticeably alter the location,

5 California Employment Development Department, *Monthly Labor Force Data for Cities and Census Designated Places*, http://www.labormarketinfo.edd.ca.gov/geography/lmi-by-geography.html, accessed June 7, 2016.

distribution, density, or growth rate of community, county, or regional populations would be less than significant.

XIII-b), XIII-c) **No Impact.** There are no existing residential units on the project site. Therefore, implementation of the project would not displace a substantial number of existing homes, and it would not necessitate the construction of replacement housing elsewhere. The project would not displace any land uses or persons from the property. No impacts would occur.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

SUBSTANTIATION:

XIV-a) **Less Than Significant Impact.**

Fire Protection

The SBCFD provides fire protection services to the Bloomington Community, including the project area. San Bernardino County Fire Station 76 is the closest fire station to the project site, located at 10174 Magnolia Street, Bloomington, CA 92316, approximately 0.3 mile from the site. Development of the project would place an additional demand on existing fire services. Consistent with standard County requirements, to offset the increased demand for fire protection services, the project would be conditioned to provide fire safety and fire suppression, including compliance with State and local fire codes, fire sprinklers, fire hydrant system, paved access, and secondary access routes. Property tax revenues generated from development of the site would also provide funding to offset increases in the demand for fire protection with implementation of the project. Therefore, a less than significant impact would occur and no mitigation measures would be required.

Police Protection

The San Bernardino County Sherriff's Department provides police protection services to the Community of Bloomington, including the project area. The nearest San Bernardino County Sheriff station is the Fontana Station, located at 17780 Arrow Boulevard, Fontana, CA 92335, approximately 2.70 miles to the northwest of the project site. The Fontana Station is staffed by one secretary, five clerks, one motor pool assistant, one Sheriff's Service Specialist, 27 deputy positions, five detectives, seven sergeants, one lieutenant, and one captain. Fontana Station deputies also work closely with the surrounding agencies of Fontana Police, Rialto

Police, Rancho Cucamonga Police, and Riverside Sheriff. The Stations is also supported by volunteer groups such as Citizen's on Patrol, Search and Rescue, Explorers, and Line Reserves. The project would not be expected to significantly increase demand on police protection services because of the nature of land use as an industrial warehouse with a limited number of employees. However, development of the project site would increase tax revenues that would provide funding to offset any increases in demands for police protection generated by implementation of the project. Therefore, a less than significant impact would occur and no mitigation measures would be required.

Schools

The project is located within the Colton Joint Unified School District. However, no students would be directly generated from implementation of the project because the project is a commercial development of an industrial warehouse facility. Assembly Bill 2926 (passed in 1986) allows school districts to collect impact fees from developers of commercial/industrial building space. The Leroy F. Greene School Facilities Act of 1998 (SB 50) and Proposition 1A (also passed in 1998) provide a comprehensive school facilities financing and reform program. SB 50 prohibits local agencies from denying legislative or adjudicative land use approvals on the basis that school facilities are inadequate. Government Code Section 65996 provides that the payment of school impact fees constitutes complete mitigation of any project-related impacts to schools' services. The applicable rate is $0.54 per square foot of commercial/industrial. The project would be required to pay this mandated development fees, which would reduce the project's impacts to school facilities to a less than significant level.

Parks

The project is an industrial warehouse, and no new residents would be generated that would increase demands for neighborhood or regional parks or other recreational facilities. It is possible that employees could occasionally use public parks or facilities between shifts. However, the use would likely be negligible compared to existing conditions. The project would not involve the construction of housing or the introduction of a temporary or human population into the area. Impacts to existing neighborhood and regional parks or other recreational facilities generated by employees of the project would be less than significant.

Other Public Facilities

Implementation of the project would not result in a direct increase in the resident population of significant increase in the local workforce. Therefore, implementation of the project would not substantially increase the demand for public facilities such as libraries or health services. Due to the nature of the land use as an industrial warehouse, impacts on other public facilities would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

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

SUBSTANTIATION:

XV-a) **Less Than Significant Impact.** As previously addressed, the project does not include a residential component and would not generate population growth beyond what has been anticipated for the community of Bloomington and would therefore not create an increased demand for recreational facilities. Impacts to existing neighborhood and regional parks or other recreational facilities generated by employees of the project would be minimal. Therefore, impacts would be less than significant.

XV-b) **Less Than Significant Impact.** The project does not include, nor does it require, the construction or expansion of recreational facilities because the project proposes to construct an industrial warehouse. Use of the project site would not result in a direct increased demand for recreational facilities. Therefore, impacts would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

SUBSTANTIATION:

The *Traffic Impact Analysis Report, Cedar Avenue Technology Center* (TIA) was prepared by Michael Baker International (July 25, 2017) to evaluate potential traffic impacts. The TIA was reviewed by Caltrans, which provided comments. Caltrans comments were addressed in the final draft of the TIA. The TIA is summarized below and is included in Appendix J to this Initial Study. The analysis evaluated traffic conditions for the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year 2019 Conditions Without Project
- Opening Year 2019 Conditions With Project

- Horizon Year 2035 Conditions Without Project
- Horizon Year 2035 Conditions With Project

Traffic Study Area

The following traffic study area intersections are evaluated:

1. Cedar Avenue at Valley Boulevard
2. Cedar Avenue at I-10 Westbound Ramps
3. Cedar Avenue at I-10 Eastbound Ramps
4. Cedar Avenue at Orange Street
5. Cedar Avenue at Slover Avenue
6. Cedar Avenue at Vine Street
7. Orange Street at Project Driveway #1
8. Vine Street at Project Driveway #2
9. Vine Street at Project Driveway #3

The intersections of Cedar Avenue at Valley Boulevard, Cedar Avenue at the I-10 westbound ramps, Cedar Avenue at the I-10 eastbound ramps, Cedar Avenue at Orange Street, and Cedar Avenue at Slover Avenue are signalized. The intersections of Cedar Avenue at Vine Street, Orange Street at Project Driveway #1, and Vine Street at Project Driveway #2 are stop controlled. Vine Street at Project Driveway #3 is a cul-de-sac.

Levels of Service

The San Bernardino County Traffic Impact Study (TIS) Guidelines require that an intersection analysis be performed to identify the level of service (LOS) and delay. For signalized intersections, using the TIS Guidelines, **Table XVI-1** provides the 2010 Highway Capacity Manual (HCM) LOS thresholds for signalized intersections. For unsignalized intersections, the two-way stop-controlled (TWSC) intersection analysis level of service is computed for each movement and the most critical level of service is the one that describes the effectiveness of that intersection. The all-way stop-controlled intersection analysis level of service is defined by the control delay of the whole intersection. **Table XVI-1** provides the HCM 2010 levels of service criteria.

Table XVI-1 Level of Service & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Un-signalized Intersections
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2010 Highway Capacity Manual.

Thresholds of Significance

San Bernardino County and Caltrans considers LOS D or better to be acceptable intersection operating conditions during peak traffic periods. Any intersection that is operating at LOS "E" or "F" was considered deficient for the TIA.

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, and thus requires mitigation, San Bernardino County TIA Guidelines utilizes the following thresholds of significance. Caltrans does not have specific significance thresholds for determining project-related impacts, therefore, the County's thresholds were applied to the I-10 / Cedar Avenue interchange.

Signalized Intersections

Any study intersection that is operating at a LOS 'A', 'B', 'C' or 'D' for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS 'E' or 'F' shall mitigate the impact to bring the intersection back to at least LOS 'D'. Any study intersection that is operating at LOS 'E' or 'F' for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

Un-signalized Intersections

An impact is considered significant if the study determines that either section a) or both sections b) and c) occur.

a.) The addition of project related traffic causes the intersection to move from a LOS 'D' or better to a LOS 'E' or worse **OR**

b.) The project contributes additional traffic to an intersection that is already projected to operate at a LOS 'E' or 'F' with background traffic **AND**

c.) One or both of the following conditions are met:

1.) The project adds ten (10) or more trips to any approach

2.) The intersection meets the peak hour traffic signal warrant after the addition of project traffic

Planned Improvements in the Traffic Study Area

Improvements to the I-10 / Cedar Avenue interchange are currently in the design phase and projected to decrease congestion and improve traffic operations. The I-10 / Cedar Avenue interchange project includes widening the Interstate 10 overcrossing, roadway improvements along Cedar Avenue from Bloomington Avenue to Slover Avenue, and adding lanes to the freeway ramps.

According to the San Bernardino Associated Governments (SANBAG) Federal Transportation Improvement Program, the I-10 / Cedar Avenue interchange project is fully funded and currently in design review. Construction notice to proceed is scheduled for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority. The I-10 Eastbound Ramp / Cedar Avenue intersection is included in the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program, therefore, payment of the DIF for this intersection mitigates the project's potential contribution to significant impacts. SANBAG's DIF program is implemented by the County through the Regional Transportation Development Mitigation Plan Fee, contained

in County Code Section 16.0215B(b). The payment of required DIF fees related to traffic impacts is identified in Condition of Approval 1:

Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $6.01 per square foot for industrial use, which includes the 184,770 sq. ft. building per the site plan dated 08/07/2017.

The estimated Regional Transportation Fees for the Project is $1,110,468.00 ($6.01 per sq. ft. x 184,770 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:

http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx

Trip Generation

To determine the trips forecast to be generated with implementation of the project, the trip generation rates in **Table XVI-2** were used, based on the trip rates from the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012).

Table XVI-2 Trip Generation Rates

Vehicle Type Breakdown[1]		Daily Trip Rate[2]	AM Peak Hour[2]		PM Peak Hour[2]	
			Rate	In : out	Rate	In : out
Passenger Car	79.57%	2.833 /KSF	0.239	79% : 21%	0.255	25% : 75%
2 Axle Truck	3.46%	0.123 /KSF	0.010		0.011	
3 Axle Truck	4.64%	0.165 /KSF	0.014		0.015	
4+ Axle Truck	12.33%	0.439 /KSF	0.037		0.039	
Total Trucks	20.43%	0.727 /KSF	0.061		0.065	
Total	100%	3.56 /KSF	0.30		0.32	

Notes:
KSF= Thousand Square Feet
[1]Source: Truck Trip Generation Study, City of Fontana, August 2003
[2]Source: ITE Trip Generation Manual, 9th edition. Land Use Code 150

Passenger car equivalent (PCE) factors were applied to the trip generation. As summarized in **Table XVI-3,** the project is expected to generate 863 average daily trips, which includes 74 AM (60 inbound and 14 outbound) peak hour trips and approximately 77 PM (20 inbound and 57 outbound) peak hour trips. No trip reductions were applied to the trip generation since the site is vacant and undeveloped.

Table XVI-3 Project Trip Generation

Trip Generation in Vehicles

Warehouse Center			Daily Trips	AM Peak Hour			PM Peak Hour		
Vehicle Type Breakdown[1]		Intensity		Volume	Inbound	Outbound	Volume	Inbound	Outbound
Passenger Car	79.57%		523	44	35	9	47	12	35
2 Axle Truck	3.46%		23	2	2	0	2	1	2
3 Axle Truck	4.64%	184.77 KSF	31	3	2	1	3	1	2
4+ Axle Truck	12.33%		81	7	6	1	7	2	5
Total Trucks	20.43%		135	12	10	2	12	3	9
Total	100%		658	56	45	11	59	15	44

Notes:

[1]Source: Truck Trip Generation Study, City of Fontana, August 2003

Trip Generation in PCE's

Warehouse Center			Daily Trips	AM Peak Hour			PM Peak Hour		
Vehicle Type Breakdown[1]		PCE[2]		Volume	Inbound	Outbound	Volume	Inbound	Outbound
Passenger Car	79.57%	1.00	523	44	35	9	47	12	35
2 Axle Truck	3.46%	1.50	35	3	2	1	3	1	2
3 Axle Truck	4.64%	2.00	62	6	5	1	6	2	5
4+ Axle Truck	12.33%	3.00	243	21	18	3	21	5	16
Total Trucks	20.43%		340	30	25	5	30	8	23
Total	100%		863	74	60	14	77	20	57

Notes:

[1]Source: Truck Trip Generation Study, City of Fontana, August 2003

[2]PCE=Passenger Car Equivalent- Source: San Bernardino Association of Governments (SANBAG)

XVI-a), XVI-b) **Less Than Significant Impact.**

Existing Conditions

Intersection capacity analyses were conducted for the traffic study area intersections to determine the existing intersection LOS based on existing intersection geometrics and the AM and PM peak hour traffic volumes. **Table XVI-4** identifies existing traffic conditions in the traffic study area. As shown in **Table XVI-4**, all study intersections currently operate at acceptable levels of service (LOS D or better).

Table XVI-4 Existing Peak Hour Intersection Conditions

Study Intersection	Traffic Control	Existing Conditions	
		AM Delay[1] - LOS	PM Delay[1] - LOS
1 - Cedar Ave. / Valley Blvd.	Signal	36.3 - D	42.6 - D
2 - Cedar Ave. / I-10 WB Ramps	Signal	35.6 - D	28.6 - C
3 - Cedar Ave. / I-10 EB Ramps	Signal	42.5 - D	38.4 - D
4 - Cedar Ave. / Orange St.	Signal	12.2 - B	12.3 - B
5 - Cedar Ave. / Slover Ave.	Signal	27.9 - C	32.5 - C
6 - Orange St. / Vine St.	OWSC	0.2 - A	0.2 - A
7 - Orange St. / Project Dwy. 1	Does Not Exist		
8 - Vine St. / Project Dwy. 2	Does Not Exist		
9 - Vine St. / Project Dwy. 3	Does Not Exist		

Note: Deficient intersection operation indicated in bold.
[1] Average seconds of delay per vehicle.
LOS = level of service.
OWSC = One-Way Stop Control, worst approach delay and LOS is reported.

Existing Plus Project Conditions

Project-generated trips were added to the existing conditions volumes to determine the Existing Plus Project operating conditions at the analyzed intersections, as summarized in **Table XVI-5** below. An ambient growth factor of 3.3% was applied to the existing traffic volumes to account for area wide growth. **Table XVI-5** summarizes the Existing Plus Project AM and PM peak hour intersection LOS for the study intersections.

Table XVI-5 Existing Plus Project Peak Hour Intersection Conditions

Study Intersection	Traffic Control	Existing Plus Project Conditions	
		AM Delay[1] - LOS	PM Delay[1] - LOS
1- Cedar Ave. / Valley Blvd.	Signal	38.0 - D	45.5 - D
2- Cedar Ave. / I-10 WB Ramps	Signal	39.0 - D	30.9 - C
3- Cedar Ave. / I-10 EB Ramps	Signal	48.6 - D	43.0 - D
4- Cedar Ave. / Orange St.	Signal	20.5 - C	15.6 - B
5- Cedar Ave. / Slover Ave.	Signal	29.3 - C	34.8 - C
6- Orange St. / Vine St.	OWSC	9.2 - A	9.1 - A
7- Orange St. / Project Dwy. 1	OWSC	9.0 - A	9.4 - A
8- Vine St. / Project Dwy. 2	OWSC	8.3 - A	8.6 - A
9- Vine St. / Project Dwy. 3	OWSC	8.3 - A	8.4 - A

Note: Deficient intersection operation indicated in bold.
[1] Average seconds of delay per vehicle.
LOS = level of service.
OWSC = One-Way Stop Control, worst approach delay and LOS is reported.

As shown in **Table XVI-5**, all study intersections are projected to operate at acceptable LOS (D or better) under the Existing Plus Project conditions. The results of the Existing Plus Project conditions analysis show that the addition of project-related trips to existing traffic volumes

would not result in significant impacts at the study intersections. Therefore, no mitigation would be needed under Existing Plus Project conditions.

Opening Year 2019 Peak Hour Intersection Conditions With and Without Project

To determine Opening Year 2019 conditions, forecasted traffic associated with San Bernardino County, the City of Rialto, and the City of Fontana approved or pending projects were added to existing traffic volumes. County staff identified the list of projects that would generate traffic in the project area by its opening year (approximately 2019). Cumulative project traffic data was based on information from traffic impact studies prepared for the cumulative projects where available. The eight cumulative projects are expected to generate approximately 18,079 trips per day, which includes 1,342 AM peak hour trips, and 1,433 PM peak hour trips.

The cumulative project trips were added to the existing traffic volumes at the intersections and roadway segments within the project study to determine the Opening Year 2019 operating conditions. The Opening Year 2019 (without and with the project) scenarios assumes a 1.1 percent annual growth rate. As identified in **Table XVI-6** below, the addition of project-related traffic would result in a deficient level of service at Cedar Avenue / I-10 Eastbound Ramp in the AM peak hour. However, the Cedar Avenue / I-10 Eastbound Ramp intersection is included in the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program, therefore, payment of the DIF (as required by Condition of Approval 1) for this intersection mitigates the project's potential to contribute to significant impacts. As such, impacts at this intersection are considered less than significant and mitigation measures would not be required.

Table XVI-6 Opening Year 2019 Peak Hour Intersection Conditions Without and With Project

Study Intersection	Opening Year 2019 Without Project Conditions		Opening Year 2019 With Project Conditions		Significant Impact?[2]	
	AM	PM	AM	PM		
	Delay[1] - LOS	Delay[1] - LOS	Delay[1] - LOS	Delay[1] - LOS	AM	PM
1 - Cedar Ave. / Valley Blvd.	37.4 - D	47.1 - D	38.2 - D	47.5 - D	No	No
2 - Cedar Ave. / I-10 WB Ramps	52.7 - D	37.3 - D	53.3 - D	38.6 - D	No	No
3 - Cedar Ave. / I-10 EB Ramps [3]	55.9 - E	48.3 - D	58.6 - E	49.8 - D	No	No
4 - Cedar Ave. / Orange St.	16.1 - B	18.4 - B	26.3 - C	23.8 - C	No	No
5 - Cedar Ave. / Slover Ave.	47.6 - D	45.6 - D	48.5 - D	46.0 - D	No	No
6 - Orange St. / Vine St.	0.3 - A	9.2 - A	9.2 - A	9.0 - A	No	No
7 - Orange St. / Project Dwy. 1	Does Not Exist		9.0 - A	9.4 - A	No	No
8 - Vine St. / Project Dwy. 2	Does Not Exist		8.3 - A	8.6 - A	No	No
9 - Vine St. / Project Dwy. 3	Does Not Exist		8.3 - A	8.4 - A	No	No

Note: Deficient intersection operations indicated in **bold** and LOS = level of service.
[1]Average seconds of delay per vehicle.
[2]Significance criteria are provided in County of San Bernardino Traffic Impact Study Guidelines (Revised April 9,2014).
[3]The Cedar Ave. / I-10 EB Ramps intersection is fully funded and included in the SANBAG DIF program, therefore, the intersection is considered not to be significantly impacted by the project. Interchange improvements are detailed in **Table XVI-7**.

Table XVI-7 summarizes the intersection operations at the Cedar Avenue / I-10 Eastbound Ramp interchange with the assumed improvements. Although the Cedar Avenue / I-10 Westbound Ramps are not significantly impacted by the project, **Table XVI-7** also summarizes the operational improvements at this location.

Table XVI-7 Summary of Intersection Improvements

Int. #	Intersection	Peak Hour	Without Project Without Improvements Delay [1] – LOS	With Project Without Improvements Delay [1] – LOS	Funded Caltrans Improvements [2]	With Project With Improvements Delay [1] – LOS	Project Responsibility
Opening Year 2019 Conditions							
2	Cedar Ave. / I-10 WB Ramps	AM	52.7 - D	53.3 - D	NB Approach: Widen to provide dual left-turn lanes & three (3) through lanes. SB Approach: Widen to provide three through lanes and dual right-turn lanes. WB Approach: Widen off-ramp to provide a dedicated left-turn lane, shared through/left-turn lane, and dual right-turn lanes.	19.5 - B	Pay Development Impact Fee
		PM	37.3 - D	38.6 - D		18.8 - B	
3	Cedar Ave. / I-10 EB Ramps	AM	58.9 – E	59.6 - E	NB Approach: No change to existing lane geometry. SB Approach: Widen to provide dual left-turn lanes and three (3) through lanes. EB Approach: Widen off-ramp to provide a dedicated left-turn lane, shared through/left-turn lane, and one (1) dedicated right-turn lane.	27.5 - C	Pay Development Impact Fee
		PM	48.3 – D	49.8 - D		25.4 - C	

Note: Deficient intersection operation shown in bold.
[1] Seconds of delay per vehicle.
[2] Minimum Build Alternative is assumed in this analysis based on the Supplemental Traffic Operations Report of the Cedar Avenue Interchange on Interstate 10 dated May 11, 2016 prepared by Parsons.

Horizon Year 2035 Conditions – Without and With Project

Analysis of Horizon Year 2035 conditions was based on the build-out of San Bernardino County's General Plan land uses and Circulation Element Roadway network. Horizon Year 2035 forecast daily traffic volumes from the San Bernardino Transportation Analysis Model (SBTAM) were used. At the I-10/Cedar Avenue Interchange, the "Minimum Build Alternative" improvements evaluated in Caltrans Supplementation Traffic Operations Report dated May 11, 2016 prepared by Parsons is assumed in the Horizon Year 2035 Without and With Project conditions since improvements are anticipated to be constructed prior to Year 2035. Construction notice to proceed is schedule for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority. The following I-10/Cedar Avenue Interchange improvements that are part of the SANBAG Rialto Sphere Nexus Study Development Impact Fee (DIF) program were assumed in the Horizon Year 2035 analysis only:

Cedar Avenue/Interstate 10 Westbound Ramps

- Northbound: Widen to provide dual left-turn lanes and three (3) through lanes
- Southbound: Widen to provide three (3) through lanes and dual right-turn lanes
- Westbound: Widen off-ramp to provide a dedicated left-turn lane, shared through/left-turn lane, and dual right-turn lanes.

Cedar Avenue/Interstate 10 Eastbound Ramps

- Northbound: No change to existing lane geometry
- Southbound: Widen to provide dual left-turn lanes and three (3) through lanes
- Eastbound: Widen off-ramp to provide a dedicated left-turn lane, shared through/left-turn lane, and one (1) dedicated right-turn lane.

Table XVI-7 summarizes the results of Horizon Year 2035 intersection LOS analysis at study intersections.

Table XVI-7 Horizon Year 2035 Peak Hour Intersection Conditions Without and With Project

Study Intersection	Year 2035 Without Project Conditions		Year 2035 With Project Conditions		Significant Impact?[2]	
	AM Delay[1] - LOS	PM Delay[1] - LOS	AM Delay[1] - LOS	PM Delay[1] - LOS	AM	PM
1 - Cedar Ave. / Valley Blvd.	49.3 - D	50.9 - D	50.9 - D	53.0 - D	No	No
2 - Cedar Ave. / I-10 WB Ramps[3]	21.2 - C	18.4 - B	21.4 - C	19.0 - B	No	No
3 - Cedar Ave. / I-10 EB Ramps[3]	31.6 - C	30.7 - C	32.0 - C	31.0 - C	No	No
4 - Cedar Ave. / Orange St.	24.3 - C	22.9 - C	35.4 - D	29.6 - C	No	No
5 - Cedar Ave. / Slover Ave.	48.6 - D	52.5 - D	50.2 - D	52.8 - D	No	No
6 - Orange St. / Vine St.	0.3 - A	9.6 - A	9.4 - A	9.2 - A	No	No
7 - Orange St. / Project Dwy. 1	Does Not Exist		9.1 - A	9.6 - A	No	No
8 - Vine St. / Project Dwy. 2	Does Not Exist		8.3 - A	8.6 - A	No	No
9 - Vine St. / Project Dwy. 3	Does Not Exist		8.3 - A	8.4 - A	No	No

Note: Deficient intersection operations indicated in bold.

[1] Average seconds of delay per vehicle.

[2] Significance criteria are provided in County of San Bernardino Traffic Impact Study Guidelines (Revised April 9,2014)

[3] At the I-10 / Cedar Avenue Interchange, the "Minimum Build Alternative" improvements per Caltrans Supplemental Traffic Operations Report dated May 11, 2016 prepared by Parsons are assumed in this analysis to be constructed prior to the Horizon Year 2035 conditions.

LOS = level of service.

As shown in **Table XVI-7**, all study intersections are forecast to operate at acceptable levels of service (LOS D or better) under Horizon Year 2035 conditions without and with the project. This analysis assumes the I-10/Cedar Avenue interchange improvements are built prior to Year 2035. Construction notice to proceed is schedule for February 2020 and complete for beneficial use is scheduled for January 2022 based on the March 2017 Project Status prepared by the San Bernardino County Transportation Authority. A less than significant impact would occur and no mitigation measures would be required.

Additionally, signal warrants were analyzed at the Orange Street/Vine Street intersection under Year 2035 With Project Conditions. Using the *California Manual on Uniform Traffic Control Devices (MUTCD) 2014*, signal warrants were not satisfied at this intersection in the AM or the PM peak hour. The analysis shows that the intersection is forecast to operate acceptably (LOS C) as a one-way stop controlled intersection under the Horizon Year 2035 conditions with the project. Therefore, a signal would not be needed or recommended at this location.

XVI-c) **No Impact.** The nearest airport is San Bernardino International Airport, approximately 8 miles east of the project site. Due to the distance to San Bernardino Airport, the project would not alter air traffic patterns, and would not result in substantial safety risks. No impact would occur.

XVI-d) **Less Than Significant Impact.** The project is to have access via a driveway on Orange Street and two driveways on Vine Street. All access routes to the site would be at unsignalized intersections. All road improvements and project driveways would be constructed according to County of San Bernardino design standards. Sight distance at each access point should not be

problematic, but would be reviewed with respect to standard of County of San Bernardino sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. Therefore, the project would not substantially increase hazards due to a design feature or incompatible use, and impacts would be less than significant.

XVI-e) **Less Than Significant Impact.** The project site would be accessible via one driveway on Orange Street (Driveway 1) and two driveways (Driveways 2 and 3) on Vine Street. Driveway 1 on Orange Street would serve as an all-way access strictly for passenger cars, as it would provide a direct access to the surface parking lot serving employees and visitors. Driveway 2 on Vine Street would serve as an all-way access utilized by trucks and passenger cars, and is located at the northern end of the cul-de-sac. It would be difficult for larger trucks to use this driveway and maneuver on-site to/from the loading docks. Most of the truck traffic would use Driveway 3 via Vine Street, which would serve as an all-way access for trucks only. It would be approximately 175 feet north of Orange Street and would provide direct access to the loading docks facing Vine Street. Emergency access to the site would be provided in compliance with County requirements. No significant impacts would be anticipated.

XVI-f) **Less Than Significant Impact.**

Transit

Omnitrans provides transit services to western San Bernardino County, and serves the Bloomington Community with Routes 19 and 29. The nearest transit facility to the project site is a bus stop on Cedar Avenue south of Orange Street, and is serviced by Omnitrans Route 29. Route 29 originates and terminates at the South Fontana Transfer Center next to Kaiser Hospital off of Sierra Avenue, north of Valley Boulevard.

The project would not modify roads used by either of the community's bus routes. Although the project could potentially result in an increased use of the public transportation system, this increase would not be substantial and could be accommodated by the existing Omnitrans system. Therefore, the project is not anticipated to impact the effectiveness or performance of existing transit systems. Impacts would be less than significant.

Pedestrian and Bicycle Facilities

There are currently no Class II bike lanes in each direction of travel on Orange Street and Cedar Avenue in the project area. Sidewalks exist on the streets surrounding the project site, except on the north side of Orange Street east of Cedar Avenue, and the west side of Vine Street. The project would provide sidewalks along the project frontage on Vine Street and Orange Street. The project would not significantly impact the effectiveness or performance of existing pedestrian or bicycle facilities.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

TT-1. **Regional Transportation Development Mitigation Plan Fee.** The project will pay the applicable traffic mitigation fee identified in Section 16.0215B(b) of the County Code:

Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $6.01 per square foot for industrial use, which includes the 184,770 sq. ft. building per the site plan dated 08/07/2017.

The estimated Regional Transportation Fees for the Project is $1,110,468.00 ($6.01 per sq. ft. x 184,770 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:
http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx

TT-2. **Design Conditions.** The project will comply with the following conditions issued by the Traffic Division:

a. General Conditions:
    a. Project vehicles shall not back out into the public roadway.
    b. Access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.
b. Prior to Issuance of Building Permits:
    a. A traffic signal modification plan is required for the intersection at the northeast corner of Cedar Avenue and Orange Street.
c. Prior to Occupancy/Final Inspection:
    a. The applicant shall construct, at 100% cost to the applicant, all roadway improvements as shown on their approved street improvement plans.

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

SUBSTANTIATION:

A Historical/Archaeological Resources Survey Report (Cultural Report) was prepared by CRM Tech (March 2017). The findings are summarized below and the study is included as Appendix C to this Initial Study. The CRM Tech (March 2017) was reviewed and agreed to by the San Manuel Band of Mission Indians on March 15, 2017.

Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the County provide it with notice of such projects.

The San Manuel Band of Mission Indians (SMBMI) requested consultation on the project. While no tribal cultural resources were identified on the site, SMBMI requested conditions of approval be placed on the project to minimize impacts to as-yet-unidentified tribal resources; these conditions are incorporated into the project.

XVII-a) **Less Than Significant Impact.** As described above, the project site is vacant, undeveloped, and highly disturbed. A cultural resources assessment was prepared with a literature review and records search related to potential site-specific tribal cultural resources and a Sacred Lands search request obtained from the Native American Heritage Commission (NAHC). No historic, cultural, tribal resources were identified. Implementation of the project would not result in impacts to any historical resources.

XVII-b) **Less Than Significant Impact.** See discussion in Section V, *Cultural Resources* above. Past and on-going disturbance by human activities, and existing development of the Project Site and surrounding areas indicates that whatever resources may have been previously present, have likely since been disturbed and/or removed. No historic structures, archaeological resources, or paleontological resources are known to occur within the project site, nor would any offsite resources be affected by the project. On February 7, 2017, CRM TECH submitted a written request to the State of California NAHC for a records search in the commission's sacred lands file. Following the commission's recommendations and previously established consultation protocol, CRM TECH further contacted 11 tribal representatives in the region in writing on February 22 for additional information on potential Native American cultural resources in the project vicinity. The correspondence between CRM TECH and the Native American representatives is included in Appendix C, Historical/Archaeological Resources Survey Report (CRM TECH 2017).

The project is subject to State Health and Safety Code Section 7050.5, and in the unlikely event that human remains were discovered during ground disturbing activities, requirements pursuant this regulation would ensure there are no significant impacts. If the Coroner recognizes the remains to be Native American, he or she shall contact the NAHC within 24 hours. The NAHC would make a determination as to the Most Likely Descendent. To ensure that the project adheres to these requirements, the project would be subject to Section V, *Cultural Resources* Condition of Approval 2. regarding undiscovered human remains in section V. Cultural Resources.

Compliance with Section V, *Cultural Resources* Condition of Approval 2 would ensure that potential impacts to human remains would remain less than significant. Therefore, there are no significant impacts related to disturbance to tribal cultural resources on the project site, especially given that the site has been significantly graded and no resources were discovered. Therefore, no new impacts would result from development of the project site.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

Conditions of Approval

See Section V, Cultural Resources Condition of Approval 2.

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

SUBSTANTIATION:

West Yost Associates (West Yost), a professional civil engineering firm providing consulting engineering services to the City of Rialto analyzed the sewer service capacity in the area. The results of the analysis are included as Appendix K to this Initial Study.

XVIII-a) **Less Than Significant Impact.** The project would develop a vacant site into a 184,770 sf concrete tilt-up warehouse center with 10,000 sf of office/administrative uses. Implementation of the project would generate an increase in the amount of wastewater generated from the site. The project would install onsite sewer lines that would connect to an extension from Larch Avenue. Wastewater would be conveyed by the extension of existing sewer lines to the City of Rialto sewer system.

Wastewater generated by the project would be typical of warehouse uses, and would not require treatment beyond that provided by the City of Rialto Water Resources Division treatment and collection services. Moreover, the project would be developed and operated in compliance with the

regulations of the County of San Bernardino and the standards of the Santa Ana Regional Water Quality Control Board (RWQCB).

According to the City of Rialto Urban Water Management Plan (2010), all wastewater is collected by the City of Rialto's local sewer mains and delivered to the Wastewater Treatment Plant. The City of Rialto is required to operate its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Santa Ana RWQCB. West Yost reviewed the City of Rialto sewer system model prepared for the City of Rialto Sewer Master Plan to determine if sewer system capacity is available to accept flow from the project. The sewer system model results were examined for each scenario to determine if the sewer system capacity of the downstream gravity mains were able to accept the proposed project's development flows without exceeding the performance criteria that were established in the City of Rialto Sewer Master Plan. The modeling indicated that the existing City of Rialto sewer system is capable of accepting the estimated flows from the development under all existing and future flow conditions.

The project would not install or utilize septic systems or alternative wastewater treatment systems, and therefore would not have the potential to exceed the applicable wastewater treatment requirements established by the Santa Ana RWQCB. Accordingly, impacts would be less than significant.

XVIII-b) **Less Than Significant Impact.** Water supply and wastewater treatment would be provided to the project site by the West Valley Water District (WVWD).

Water

The project site is a currently vacant but previously developed site, and an existing water line crosses the site horizontally from Cedar Avenue to Vine Street. The project would move this water line, which would connect to the existing line in Vine Street for domestic service. For fire suppression, the project would require a loop system, and would have a point of connection on Orange Street and another on Vine Street. Although moving the water line would be required to support the project, no extensions or expansions to the water pipelines supplying the project site would be required. The WVWD anticipates that there is sufficient capacity in the existing water system to serve the anticipated growth within the WVWD, which includes the project. No physical environmental effects would result with implementation of the project, other than those identified in other sections of this Initial Study.

Therefore, the project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater

As described in XVIII-a), the project would install onsite sewer lines that would connect to an extension east to the existing manhole at the intersection of Orange Street at Larch Avenue. A connection to the City of Rialto system would require approval of an Out of Agency Service Contract from San Bernardino County LAFCO. Wastewater would be conveyed by existing sewer lines that are part of the City of Rialto's sewer system to the Wastewater Treatment Plant (WTP). The WTP processes between 9 and 12 million gallons per day (mgd), and improvements to the WTO are provided for in the City of Rialto 2010-2014 CIP. The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities as there is sufficient capacity in the existing system for the proposed use.

Therefore, although a sewer extension to Larch Avenue would be required, it would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

The City of Rialto Sewer Master Plan permits discharge of wastewater until a sewer line reaches 80 percent of capacity for gravity sewer pipes. The City also requires that the velocity in the line to be greater than 2 feet per second but less than 12 feet per second. There is an existing 8-inch sewer line in Larch Avenue and a 15-inch main line in Slover Avenue; the Larch Avenue line connects to the Slover Avenue line. The project would tie-in to the existing City of Rialto sewer system at the manhole located along the existing 8-inch gravity main at the intersection of Larch Avenue and Orange Street. The existing 8-inch gravity main extends south along Larch Avenue for approximately 650 feet where it increases to a 15-inch gravity main which flows east in Slover Avenue. The remaining portions of the gravity sewer main to the wastewater treatment plant vary in size from 12 to 30 inches in diameter.

Wastewater generated from the project is expected to be approximately 1,050 gallons per day (gal/day). Sewer modeling analysis was completed to determine whether sewer system capacity of the downstream gravity mains were able to accept the project flows without exceeding performance criteria established in the City of Rialto Sewer Master Plan (West Yost Associates 2016). The modeling indicated that the existing City of Rialto sewer system is capable of accepting the estimated flows from the development under all existing and future flow conditions. The limited sewer discharge that would occur from implementation of the project would not significantly impact the future capacity of the collection system or the City's wastewater treatment plant. Therefore, the flows associated with the project would not adversely impact the existing sewer system. Less than significant impacts would occur.

XVIII-c) **Less Than Significant Impact.** The project would construct an onsite drainage collection system that would collect the storm water runoff in two detention/infiltration basins, one located in the northeastern portion of the site, the other located in the southwestern portion of the site. The drainage/infiltration basins have been designed and sized to accept storm water flows generated by improvements on the project site. Additionally, a flow-through planter is used to treat storm water before it enters the storm drain system providing a reduction in peak runoff. By collecting the incremental increase in storm water runoff caused by the increase in impervious surface, the project would minimize the amount of off-site flows and allow downstream facilities to accept the remaining discharge.

Construction of the onsite drainage facilities would result in physical impacts to the surface and subsurface of the project site. These impacts are part of the project's construction phase and are evaluated in the relevant sections of this Initial Study. In any instances where impacts have been identified for the project's construction phase, standard conditions, regulations, or mitigation measures would be required to reduce impacts to less than significant levels. Accordingly, additional measures beyond those identified through this Initial Study would not be required.

XVIII-d) **Less Than Significant Impact.** Water service would be provided to the project site by the WVWD. According to the Water Master Plan for the WVWD (2012), the District relies on groundwater wells, Lytle Creek surface water and SWP water treated at the WFF, and purchased groundwater through the BLF pipeline. District groundwater wells have been the main source of water supply, providing approximately 60% of yearly production. The WVWD distribution system includes eight pressures zones divided into a north and south system with the City of Rialto serving the area in between. The system includes 72.61 million gallons (mg) of storage, 12 booster pump

stations, 18 active production wells, and over 150 miles of transmission lines. The WVWD Water Master Plan analyzes projected new development including the project site, and various CIPs have been recommended to accommodate for future demands.

The District has identified that it has adequate water service capacity to serve the projected demand for the project, in addition to the Water District's existing commitments. The Water District has issued a will serve letter for the provision of potable water.

Thus, there would be sufficient water supplies available to serve the project from existing entitlements and resources; and new or expanded entitlements would not be required for the project. Impacts would be less than significant and no mitigation measures would be required.

XVIII-e) **Less Than Significant Impact.** As previously addressed in XVIII-a) and -b), the project would connect to the City of Rialto sewer system. Wastewater would be conveyed by existing sewer lines that are part of the City of Rialto's sewer system to the WTP, which processes between 9 and 12 mgd.

The project is anticipated to discharge 1,050 gal/day. The capacity of the existing WTP would be able to accommodate the increase in demand with implementation of the project within the existing capacity. Therefore, implementation of the project would not result in impacts related to wastewater treatment provider capacity, and impacts would be less than significant.

XVIII-f) **Less Than Significant Impact.** The project would be served by the Mid-Valley Landfill. The Mid-Valley Landfill is permitted to accept 7,500 tons of solid waste per day, and is estimated to close in 2033. The CalRecycle Business Group Waste Stream Calculator estimated that the warehouse facility and office space with 50 employees would generate 150 tons per year of solid waste. Current recycling regulations require a 50 percent diversion of solid waste away from landfills. Thus, the project would result in 75 tons of solid waste per year. In 2020, state regulations implemented pursuant to AB 341 will become effective, and will require diversion of 75 percent of solid waste from landfills. Thus, it would be anticipated that solid waste landfill disposal from operation of the project in 2020 would be reduced to approximately 37.5 tons per year. As described, the Mid-Valley Landfill has sufficient permitted capacity to accommodate the project's solid waste disposal needs, and impacts related to landfill capacity would be less than significant.

XVIII-g) **Less Than Significant Impact.** The California Integrated Waste Management Act established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. The Act also established a 50% waste reduction requirement for cities and counties along with a process to ensure environmentally safe disposal of waste that could not be diverted. The County of San Bernardino Solid Waste Advisory Task-Force (SWAT) carries out the responsibilities mandated by the California Integrated Waste Management Act.

The project's waste hauler would be required to coordinate with the County of San Bernardino and develop a common schedule for collection of recyclable materials as required by federal, State, and local statutes and regulations related to solid waste. Recyclable materials that would be recycled by the project include paper products, glass, aluminum, and plastic.

Additionally, the project's waste hauler would be required to comply with all applicable local, State, and federal solid waste disposal standards, thereby ensuring that the solid waste transfer

to the Mid-Valley Landfill that serves the project are reduced in accordance with existing regulations.

The project's short-term construction activities would also produce short-term waste generation limited to minor quantities of construction debris, and would similarly be subject to applicable local, State, and federal solid waste regulations.

Accordingly, the project would comply with all federal state, and local statues and regulations related to solid waste, and impacts would be less than significant.

Less than significant impacts have been identified or anticipated. The project would be conditioned to comply with all applicable County of San Bernardino regulations and conditions of approval.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly?	☐	☒	☐	☐

SUBSTANTIATION:

XIX-a) **Less Than Significant Impact With Mitigation Incorporated.** As discussed in Sections IV, the project could result in potentially significant impacts to nesting bird species and burrowing owls. These species are commonly found throughout the region, including in preserved habitat areas and protected open space covering hundreds of thousands of acres. With implementation of Mitigation Measures outlined in **BIO-1** and **BIO-2**, the project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section V, Cultural Resources, the project has no potential to eliminate important examples of the major periods of California history or prehistory as no such examples are present on the site. Implementation of Conditions of Approval would ensure that impacts would be less than significant.

XIX-b) **Less Than Significant Impact With Mitigation Incorporated.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

The project consists of development of a vacant site in an urban area near the I-10. The project would provide industrial warehousing uses, which would be consistent with the approved land uses and zoning for the site. As described above, all potential impacts related to implementation of the project would be less than significant with implementation of Mitigation Measures and Standard Conditions of Approval imposed by the County of San Bernardino.

The project would develop an area that has been previously graded and developed. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable, and cumulative impacts related to the project would be less than significant.

XIX-c) **Less Than Significant Impact With Mitigation Incorporated.** The project proposes the construction and operation of an industrial warehouse building. The project would not consist of any use or activities that would result in a substantial negative effect on persons in the vicinity. All resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines, and were found to pose no impacts or less than significant impacts with implementation of the standard development conditions that are required by the County; Mitigation Measures and Conditions of Approval. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

XX. MITIGATION MEASURES

(Any mitigation measures, which are not self-monitoring shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

Self-Monitoring Mitigation Measures:

Conditions of Approval

Air Quality:

AQ-1. Operation of all off-road and on-road diesel vehicles/equipment will comply with County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c) – Diesel Exhaust Emissions Control Measures]. Adherence to SBCC § 83.01.040 (c)-Diesel Exhaust Emissions Control Measures will reduce the generation of diesel particulate matter

AQ-2. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads. Rule 403 is intended to reduce PM_{10} emissions from any handling, construction, or storage activity that has the potential to generate fugitive dust. Pursuant to Rule 403, the developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with the SCAQMD guidelines, and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP.

AQ-3. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "Sulfur Content of Liquid Fuels." Adherence to Rule 431.2 limits the release of sulfur dioxide (SO_X) into the atmosphere from the burning of fuel

AQ-4. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings." Adherence to Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.

AQ-5. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere

Cultural Resources:

CR-1. Undiscovered Cultural Resources. If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards [36 CFR § 6])) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

CR-2. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

CR-3. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San

Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

Geology and Soils:

GS-1. The Project is required to comply with the California Building Standards Code as adopted by the County of San Bernardino to preclude significant adverse effects associated with seismic hazards. A design-phase geotechnical report will be produced and its recommendations will be implemented during site grading and construction. The following conditions are recommended:

- Once project grading and foundation plans are prepared and available, the project geotechnical consultant shall review the grading and foundation plans relative to the geotechnical recommendations in the above referenced report and provide an updated report and/or supplement if determined to be necessary. The geotechnical consultant shall stamp and wet-sign the grading and foundation plans which shall be submitted the County for review and approval as part of the plan check process.

- The Project Geotechnical Engineer shall perform inspection and density testing during grading. Upon completion of rough grading, the Geotechnical Engineer shall prepare a compaction report that includes the results of compaction testing and a plat or other suitable map showing the location of compaction tests. In addition, the report shall summarize the results of in-grading inspections and shall indicate whether the grading has been conducted in accordance with the recommendations of the approved geotechnical report. The report shall be submitted to Building and Safety with appropriate fees for review and approval.

- The Project Geotechnical Engineer shall inspect and approve footing excavations prior to placement of forms, steel, or pouring of concrete.

GS-2. The project would comply with National Pollutant Discharge Elimination System (NPDES) requirements for control of discharges of sediments and other pollutants during construction. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared and submitted to the State Water Resources Control Board. The project will obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) in effect at the time of grading permit application. The SWPPP will require preparation of an Erosion & Sediment Control Plan. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by County of San Bernardino staff or its designee to confirm compliance

GS-3. The project would comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a Water Quality Management Plan (WQMP) in compliance with the Municipal Separate Storm Sewer System (MS4) Permit in effect for the Santa Ana Regional Water Quality Control Board (RWQCB) at the time of grading permit application.

Hazards and Hazardous Materials

HAZ-1. The project is subject to all applicable federal, state, and local laws and regulations regarding hazardous materials including but not limited to requirements imposed by the Environmental Protection

Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

Transportation/Traffic:

TT-1. Regional Transportation Fee._ This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $6.01 per square foot for industrial use, which includes the 184,770 sq. ft. building per the site plan dated 08/07/2017.

The estimated Regional Transportation Fees for the Project is $1,110,468.00 ($6.01 per sq. ft. x 184,770 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:
http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx

TT-2. Design Conditions. The project will comply with the following conditions issued by the Traffic Division:

- General Conditions:
  - Project vehicles shall not back out into the public roadway.
  - Access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.
- Prior to Issuance of Building Permits:
  - A traffic signal modification plan is required for the intersection of Cedar Avenue and Orange Street.
- Prior to Occupancy/Final Inspection:
  - The applicant shall construct, at 100% cost to the applicant, all roadway improvements as shown on their approved street improvement plans.

MITIGATION MEASURES:

Biological Resources:

BIO-1 Burrowing Owl Pre-Construction Survey: A pre-construction surveys for Burrowing Owl (BUOW) shall be required 30 days before the start of grading activities to confirm the absence of BUOW from the site. Preconstruction BUOW surveys shall be conducted according to the 2012 CDFW Staff Report on Burrowing Owl Mitigation guidelines onsite prior to construction or site preparation activities.

The results of the survey will be submitted to the County of San Bernardino and the California Department of Fish & Wildlife (CDFW) within 14 days following completion. If active burrows are detected, protective measures shall be required to ensure compliance with the Migratory Bird Treaty Act (MBTA) and other applicable California Department of Fish and Game (CDFG) Code requirements.

a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.
b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of

one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow California Department of Fish and Wildlife relocation protocol. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow California Department of Fish and Wildlife relocation protocol. The biologist shall confirm in writing to the County of San Bernardino Planning Department that the species has fledged or been relocated prior to the issuance of a grading permit.

BIO-2 Nesting Bird Pre-Construction Survey: As a condition of approval for all grading permits, vegetation clearing, or ground disturbance, within 30 days prior to such activities occurring during the nesting/breeding season (Mid–February through August 31), a migratory bird nesting survey must be completed in accordance with the following requirements:

a. A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance.

b. A copy of the migratory nesting bird survey results report shall be provided to the County of San Bernardino Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Noise

NSE-1. Install minimum 6-foot high temporary construction noise barriers at the Project's southern site boundary adjacent to sensitive receivers on Orange Street, as shown on Exhibit 10-A, for the duration of Project construction. The noise control barriers must have a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows:

- The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
- The noise barrier must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired;
- The noise control barrier and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

NSE-2 During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

NSE-3 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the north).

GENERAL REFERENCES

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500).

California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975.

California Standard Specifications, July 1992.

County of San Bernardino, Countywide Integrated Waste Management Plan.

County of San Bernardino Development Code, 2007.

County of San Bernardino General Plan, adopted 2007.

Environmental Impact Report, San Bernardino County General Plan, 2007.

County of San Bernardino Hazard Overlay Maps.

County of San Bernardino, June 2004, *San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance.*

County of San Bernardino Road Planning and Design Standards.

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map.

State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *San Bernardino County Important Farmland 2000,* December 2001.

State of California, Department of Transportation. *I-10 Corridor Project, Draft Project Report*, March 2016.

County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

PROJECT STUDIES

CRM TECH, March 8, 2017. Historical/Archaeological Resources Survey Report, Assessor's Parcel No. 0253-211-56, Bloomington Area, San Bernardino County, California. Prepared for Howard Industrial Partners.

Ecological Sciences, Inc., January 24, 2017. Results of a Habitat Suitability Evaluation, ±9.81-acre Cedar Avenue and Orange Street Site, City of Bloomington, San Bernardino County, California. Prepared for Howard Industrial Partners.

FM Civil Engineers Inc., August 31, 2017. Preliminary Drainage Study, Cedar Avenue Technology Park, APN # 0253-211-56, 0253-211-57, Bloomington, San Bernardino County, California. Prepared for Howard Industrial Partners.

FM Civil Engineers Inc., September 1, 2017. Preliminary Water Quality Management Plan for Cedar Avenue Technology Park. Prepared for Howard Industrial Partners.

Michael Baker International, August 2017. Cedar Avenue Technology Park Project Air Quality Impact Analysis.

Michael Baker International, August 2017. Cedar Avenue Technology Park Greenhouse Gas Emissions Report.

Michael Baker International, July 25, 2017. Cedar Avenue Technology Center Traffic Impact Analysis Report. Prepared for County of San Bernardino.

SCS Engineers, July 2016. Phase I Environmental Site Assessment, 9.82-Acre Vacant Parcel, Northeastern Corner of Orange Street and Cedar Avenue Bloomington, California 92316 (APN 0253-211-56-0000). Prepared for Howard Industrial Partners.

Southern California Geotechnical, October 22, 2014, Geotechnical Investigation, Proposed Commercial/Industrial Building, NEC Cedar Avenue and Orange Street, San Bernardino County, California. Prepared for Thrifty Oil Company.

Urban Crossroads, July 21, 2017. Cedar Avenue Technology Park, Noise Impact Analysis, County of San Bernardino. Prepared Howard Industrial Partners.

EXHIBIT F

Comment Letters

EXHIBIT F

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

SENT VIA USPS AND E-MAIL:
aron.liang@lus.sbcounty.gov
Aron Liang, Senior Planner
County of San Bernardino – Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

November 9, 2017

Mitigated Negative Declaration (MND) for the Proposed Cedar Avenue Technology Center

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

The Lead Agency proposes to construct and operate an 184,770 square-foot (sf) warehouse with unknown occupants on an approximately 9.8-acre site (Proposed Project). The MND estimates approximately 863 total vehicle trips, including approximately 135 daily diesel truck trips[1]. In the Air Quality Section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to SCAQMD's recommended regional and localized air quality CEQA daily significance thresholds. The Lead Agency found that localized and regional daily construction and operational air quality impacts are less than significant. The Lead Agency also conducted a health risk assessment (HRA) and found that the Maximum Exposed Individual Resident cancer risk would be 8.93 in one million which is below SCAQMD's CEQA significance threshold of 10 in one million for cancer risk[2].

SCAQMD staff has concerns about air quality and HRA analyses in the MND. Details are included in the attachment. After revising the air quality and HRA analyses, should the Lead Agency find that Proposed Project's air quality impacts will exceed SCAQMD's recommended air quality CEQA significance thresholds, the identification and evaluation of feasible mitigation measures to reduce impacts below the level of significance are required before the consideration of the MND for adoption pursuant to CEQA Guideline Section 15074(b). Additionally, SCAQMD staff has included a list of mitigation measures in the attachment to assist the Lead Agency in identifying feasible mitigation measures which have the potential to substantially lessen significant adverse air quality effects as stated in Public Resources Code Section 21002. In an event that the Lead Agency finds that significant adverse air quality impacts cannot be mitigated or avoided, a draft environmental impact report shall be prepared pursuant to CEQA Guideline Sections 15073.5, 15086, and 15087.

[1] MND, Page 77.
[2] MND, Page 24.

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Jack Cheng, Air Quality Specialist, CEQA IGR Section, at (909) 396-2448, if you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS:JC
SBC171025-02
Control Number

ATTACHMENT

General Comments

1. On October 26, 2017 SCAQMD requested all technical air quality modeling, health risk assessment, and emission estimate files. The Lead Agency provided partial files on November 1, 2017. On November 2, 2017, SCAQMD staff made another attempt to obtain the health risk assessment and emission estimate calculations. Without these files, SCAQMD staff was unable to thoroughly review the air quality analysis and health risk assessment. SCAQMD staff recommends providing the requested files and allowing for additional time for review.

Air Quality Analysis

2. Table XVI-2 Trip Generation Rates[3] states that heavy duty trucks account for 20.43% of the vehicle type. However, in the Air Quality Analysis – Appendix A, the Lead Agency used 10.2% heavy duty truck fleet mix to quantify operational emissions[4]. By using a 10.2% heavy duty truck fleet mix instead of 20.43%, the Lead Agency has likely underestimated the Proposed Project's operational air quality impacts. SCAQMD staff recommends that the Lead Agency use a fleet mix consistent throughout the MND to recalculate the Proposed Project's operational emissions.

Health Risk Assessment (HRA) Analysis

In the HRA, the Lead Agency used the AERMOD dispersion model to estimate DPM concentrations from the diesel vehicles generated by the Proposed Project and used the 2015 revised Office of Environmental Health Hazard Assessment (OEHHA) Guidelines to estimate potential health risks to sensitive receptors in the Project vicinity. SCAQMD staff recommends that the Lead Agency revise the HRA based on the following comments, which are intended to assist the Lead Agency in assessing the potential cancer risk attributable to the Proposed Project.

3. The 2015 revised OEHHA Guidelines acknowledge that children are more susceptible to the exposure to air toxics and have revised the way cancer risks are estimated to take this into account. Since the emissions from the Proposed Project-generated trucks get cleaner with time due to existing regulations, it would not be appropriate to average out the emissions over the 30-year exposure duration since this would underestimate the health risks to children who would be exposed to higher DPM concentrations during the early years of project operation. Therefore, SCAQMD staff recommends that the DPM emissions for each year of operation be applied to each of the corresponding age bins (i.e. emissions from Year 1 of project operation should be used to estimate cancer risks to the third trimester to 0 year age bin; Year 1 and 2 of project operation should be used to estimate the cancer risks to the 0 to 2 years age bins; and so on).

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[3] MND, Page 77.
[4] Air Quality Impact Analysis, Appendix A, Page 66.

4. In the air dispersion modeling – Terrain Height Option, the Lead Agency used the Non-Default Regulatory Option "Flat". SCAQMD staff recommends using the Default Regulatory Option "Elevated" or provide additional justification for the use of Non-Default Regulatory Flat Option. The use of National Elevation Dataset (NED) 1 arc-second or DEM 7.5 minute terrain data is recommended if using the "Elevated" setting.

5. On-site idling was modeled as a single area source. SCAQMD staff recommends that the Lead Agency use a series of volume source that spans the entire docking area to ensure that potential maximum concentrations are identified.

6. On-site idling emissions should include 15 minutes of idling to ensure that impacts are properly analyzed. The 15-minute idling includes the emissions generated when entering the proposed project site while heading towards the dock area; idling at the dock; and the emissions generated when leaving the docks while departing from the proposed project. Without the emission estimate calculation files, SCAQMD staff was unable to verify idling times or emission rates.

7. The HRA analysis involved the use of a 50-meter spacing receptor grid placed over existing sensitive receptors. Discrete receptor locations should also be placed at the boundaries of the sensitive receptors and not the residential structures. Placing receptors on the residential structures underestimates cancer risks to the residents. SCAQMD staff recommends that the Lead Agency revise the HRA and start the grid at the property boundaries to ensure potential maximum concentrations are identified.

8. The Lead Agency used AERMOD (version 15181) to prepare the dispersion modeling for the HRA. AERMOD (version 16216) was the most recent version available at the time of the analysis (10/27/2016). Therefore, SCAQMD staff recommends that the Lead Agency revise the dispersion modeling for the HRA by using AERMOD (version 16216r) in the Final MND.

Recommended Mitigation Measures for Operational Air Quality Impacts (Mobile Sources)

9. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse impacts. In the event that the Lead Agency, after revising the HRA analysis based on the comments provided above, finds that the Proposed Project would result in significant health risk impacts, SCAQMD staff recommends incorporating the following on-road mobile-source truck related mitigation measures in the Final MND. For more information on potential mitigation measures as guidance to the Lead Agency, please visit SCAQMD's CEQA Air Quality Handbook website[5].

    a. Require the use of 2010 and newer haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel haul trucks cannot be obtained, provide documentation as information becomes available and use

[5] South Coast Air Quality Management District. http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook

trucks that meet EPA 2007 model year NOx emissions requirements[6], at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

b. Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
c. Develop, adopt and enforce truck routes in and out of facilities.
d. Limit the daily number of trucks allowed at the facility to levels analyzed in the Final MND (135 trucks per day as analyzed in the MND). If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this land use or higher activity level.
e. Provide electric vehicle (EV) Charging Stations (see the discussion below under "f." regarding EV charging stations).
f. Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final MND, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and Project applicant.
g. Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy[7]. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the Lead Agency require the proposed warehouse and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations.[8] Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should appropriately sized to allow for future expanded use.

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[6] Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: http://www.truckload.org/tca/files/ccLibraryFiles/Filename/000000003422/California-Clean-Truck-and-Trailer-Update.pdf (See slide #23).

[7] Southern California Association of Governments. Adopted April 7, 2016. Available at: http://scagrtpscs.net/Pages/default.aspx.

[8] City of Los Angeles. March 30, 2017. Accessed at: http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf

h. Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the warehouse/distribution center and sensitive receptors.
i. Design the warehouse/distribution center such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
j. Design the warehouse/distribution center such that any check-in point for trucks is well inside the Proposed Project to ensure that there are no trucks queuing outside of the facility boundaries.
k. Design the warehouse/distribution center to ensure that truck traffic within the Proposed Project is located away from the property line(s) closest to residences or sensitive receptors.
l. Restrict overnight parking in residential areas.
m. Establish overnight parking within the warehouse/distribution center where trucks can rest overnight.
n. Establish designated area(s) within the Proposed Project for repair needs away from residences or sensitive receptors.

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876

SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.
Director

Transmitted via Email

November 11, 2017

County of San Bernardino
Attn: Aron Liang, Senior Planner
Land Use Services Department
385 N. Arrowhead Avenue, First Floor
San Bernardino, CA. 92415-0187

File: 10(ENV)-4.01

RE: CEQA – NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE CEDAR AVENUE TECHNOLOGY CENTER PROJECT FOR THE LAND USE SERVICES DEPARTMENT

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on October 23, 2017** and pursuant to our review, the following comments are provided:

GENERAL COMMENTS

1. We are aware there may be storm drains in and around the project site that may be affected by the proposed project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the San Bernardino County Flood Control District's (District) Comprehensive Storm Drain Plan (CSDP) No. 3-4, dated September 1997. All drainage improvements should be reviewed and approved by the County Transportation Department. If you have any questions, please contact David Lovell in the Flood Control Planning Division at 909-387-8120.

Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):

1. Any work affecting Orange Street or Cedar Avenue right-of-way would require a road permit. If these permits are required, their necessity and any impacts associated with the construction should be addressed in the IS/MND.

Environmental Management Division (Patrick Egle, Planner III, 909-387-1865):

1. Page 1 of the Results of a Habitat Suitability Evaluation discusses sensitive biological issues including: 1) a federally or state-listed endangered or threatened species of plant or animal; 2) streambeds, wetlands, and their associated vegetation; 3) habitats suitable to support a federally or state-listed endangered or threatened species of plant or wildlife; 4) species

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designated as candidates for federal listing; 5) habitat, other than wetlands, considered sensitive by regulatory agencies or resource conservation organizations; and 6) other species or issues of special concern to agencies, resource conservation organizations, or other interest groups.

The document continues on Page 13 to conclude that within the Jurisdictional Resources Section, there were no jurisdictional wetlands recorded on site. However, based on Plate 3 within the same document, there are two locations within the project area that are called out as "Riparian/Ornamental Patch". The "Riparian/Ornamental Patch" vegetation community is described in more detail on Page 6. "The two small riparian patches supported cattails (*Typha* sp.), tall flatsedge (*Cyperus eragrostis*), black willow (*Salix gooddingii*), mule fat (*Baccharis salicifolia*), cottonwood (*Populus fremontii*), China berry (*Melia azedarach*), and tree-of-heaven (*Ailanthus altissima*)." The presence of cattails, tall flatsedge, black willow, mulefat, and cottonwood indicate the presence of a wetland as defined by the California Department of Fish and Wildlife and possibly the United States Army Corps of Engineers and the California Regional Water Quality Control Board. Potential project related impacts to this sensitive vegetation community need to be identified, analyzed, and discussed within the IS/MND prior to adoption. It is recommended that the IS/MND include a more detailed analysis/discussion of all biological resources, including wetlands and jurisdictional waters. If, after further analysis impacts are identified they need to be appropriately mitigated to a level of less than significant.

In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Michael R. Perry
Supervising Planner
Environmental Management

MRP:PE:sr
Email: Aron.Liang@lus.sbcounty.gov

Colton Joint Unified School District

Jerry Almendarez, Superintendent
Dr. Frank Miranda, Assistant Superintendent, Business Services Division
Owen Chang, Director, Facilities, Planning & Construction

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November 13, 2017

Aron Liang, Senior Planner
County of San Bernardino
Land Use Services Department, Planning Division
385 North Arrowhead Avenue, 1st Floor
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aron.liang@lus.sbcounty.gov

Re: Comments on Cedar Technology Center MND (Project # P201600435/CUP)

Dear Mr. Liang:

Colton Joint Unified School District (CJUSD) submits this letter to express concerns about potential environmental impacts of the above-referenced project, which is located in close proximity (approximately 60 feet) to Slover Mountain High School. Overall, CJUSD is concerned about the proliferation of warehouse and logistics projects within and adjacent to its District boundaries, which have the potential to impact student health and safety due to increased heavy truck traffic, noise and diesel particulate emissions in the neighborhoods where CJUSD students learn and live.

CJUSD has reviewed the Draft Mitigated Negative Declaration (MND) prepared for the project. In light of the close proximity of the project to Slover Mountain High School, CJUSD provides the following comments on the MND:

- **Air Quality/GHG: The MND relies, at least in part, on the statements that "construction projects on less than 5 acres are considered to pose less than significant health impacts" and that "project construction would disturb up to 3.5 acres daily" for its conclusion that construction air quality impacts would be less than significant (see MND at p.23). However, the project site consists of 9.8 acres, and more than 5 acres could theoretically be disturbed in a given day. Therefore, to the extent that a daily limit on grading activities is necessary to ensure that construction air quality impacts are less than significant, this must be specifically included as a mitigation measure or condition of approval. Additional comments are itemized below:**

  Cedar Avenue Technology Park Project Air Quality Impact Analysis Review
  Global Comment: The SCAQMD utilizes the term "Volatile Organic Compounds (VOC)" for describing reactive organic gases (ROG). Please change all references to ROG in the report to VOC, in order to be consistent with SCAQMD's terminology.

Global Comment: The Air Report as currently formatted only has 2 Section. It would greatly help the readability of the Air Report if Section 2.0 Air Quality was broken up into multiple sections. Possibly make Sections 2.1, 2.2, and 2.3 into Sections 2.0, 3.0, or 4.0.

Page 1.0-1, Section 1.1, Second Paragraph: The surrounding land uses should also describe the residential uses located southwest of the project site.

Page 2.0-1, Section 2.1, First Paragraph: Revise text "The Project site lies within the ~~northwestern~~" to "northeastern"

Page 2.0-3, Table 2: Add text detailing that "Coarse Particulate Matter" is PM10 and "Fine Particulate Matter" is PM2.5. Also add NO_2 monitoring data to the table.

Pages 2.0-5 Last Paragraph to Page 2.0-6: The discussion about the 2012 AQMP on page 2.0-5 needs to be revised to discuss the 2016 AQMP and on page 2.0-6 the discussion about the 2016 being adopted in December of this year needs to be removed.

Page 2.0-8: Add a section detailing CARB's Off-Road Diesel Vehicle regulations that include a discussion of the required implementation of the Tier 0, 1, 2, 3, and 4 emission standards as detailed in California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449.

Page 2.0-10, Section 2.3, Second Paragraph: Revise the date on the reference to the Traffic Impact Analysis from 2016 to 2017. Also, please expand the Methodology Section to include all of the parameters utilized in the CalEEMod model for both construction and operations and provide justification of any non-default values utilized.

Page 2.0-11, Table 5: In the Table footer revise the Source: to reference the SCAQMD thresholds provided at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2

Page 2.0-13, Second and Third Full Paragraphs: Please move the construction and CalEEMod modeling discussion under the Methodology Section on Page 2.0-10.

Page 2.0-14, Table 7: Please expand this Table to include the daily emissions created from each phase of construction (i.e., site preparation, grading, building construction, paving, and architectural coatings) if you anticipate any phases to overlap than also provide either a worst-case year (already provided) or provide an additional row with the combined phases analysis.

Page 2.0-15, Paragraph before Table 9: Please add text detailing how the Localized Thresholds were adjusted for a 3.5 acres of disturbance (Was the 2-acre and 5-acre LST Thresholds interpolated or some other math function?)

Page 2.0-15 Table 9: Please change the Title to Table 9 so that the reader knows that the Table only references construction emissions (i.e., Localized Significance of Emissions for Construction Activities). Please expand the rows in Table 9 to include each phase of construction activities (i.e., site preparation, grading, building construction, paving, and architectural coatings) if you anticipate any phases to overlap than also provide the maximum daily year (already provided) or provide an additional row with the combined phases analysis.

Page 2.0-16, Last Paragraph: Please add an LST analysis for at least the pollutants not analyzed in the HRA (i.e., CO, NOx, and PM2.5) and then either provide a summary of PM10 that was analyzed in the HRA or analyze PM10 in the same manner as the other LSTs.

Page 2.0-17, Second Paragraph: Please update all references to the 2012 AQMP to reference the 2016 AQMP.

Page 2.0-23, Mitigation Measure MM-1: If the measures provided in MM-1 was utilized in calculating any of the emissions, than additional tables need to be added to show the unmitigated and mitigated with implementation of MM-1 emissions levels. If it was not utilized in any calculations, than remove MM-1, as it is not needed or required.

Appendix A – CalEEMod model runs:

Page 7 of 32: The start dates of the construction phases all happen before the date of the report or the date of the model run. Please revise with more realistic dates of when construction will occur.

Page 9 of 32: Construction mitigation of: 1) Replace Ground Cover; 2) Water Exposed Area; 3) Water unpaved roads; and 4) Reduce vehicle speed on unpaved roads were all selected. Please describe in the Methodology Section the rational of why these measures should not be considered mitigation.

Page 26 of 32 Sections 4.3 and 4.4: SCAQMD recommends that the truck trip length to warehouses be set to 40 miles to account for the distance to the port or the distance to leaving the Air Basin. Please re-run the CalEEMod model with the truck trip length set to 40 miles and either analyze the truck trips under one of the Parking Lot land uses, so they can be analyzed separately from the auto trips or as a separate model run. The vehicle mix in Section 4.4 needs to be revised to match the vehicle mix provided in Table 5 from the TIA, again the truck trips should all be analyzed under a separate land use category or a separate model run. (If you download CalEEMod 2016.3.2, revisions to the vehicle mix works a lot better than in 2016.3.1)

Page 31 of 32: The Forklifts were modeled as CNG fuel type. In order to provide a worst-case analysis, this should be revised to diesel forklifts and if necessary provide mitigation that requires the use of electric or CNG forklifts. Or provide a Project Design Feature in the Project Description that states that the project applicant will only utilize CNG or electric off-road equipment (i.e., forklifts) and no diesel off-road equipment will be utilized or allowed onto the project site during operation of the project.

Appendix B – HRA:

Global Comment: The SCAQMD prefers that HRAs that analyze DPM utilize PM10 truck exhaust rates instead of PM2.5 truck exhaust rates. Please update accordingly.

Global Comment: The HRA as currently formatted only has 2 Section. It would greatly help the readability of the HRA if Section 2.0 HRA was broken up into multiple sections. Possibly make Sections 2.1, 2.2, 2.3, and 2.4 into Sections 2.0, 3.0, 4.0, and 5.0.

Page 2.0-11 Methodology: Please expand the methodology section to provide additional description of each source modeled in AERMOD that details how each source was calculated.

Provide details such as if EMFAC2014 was utilized for the truck travel and idling emissions and what truck vehicle classes were modeled in the EMFAC2014 model. The EMFAC results should be summarized and provide the EMFAC printouts in the Appendix.

Please provide Tables that detail the emission rates entered into the AERMOD and how they were calculated (i.e., number of trucks, duration of running/idling time, etc...)

For idling emissions, the SCAQMD requests that all truck deliveries (one trip entering and one trip leaving project site) be analyzed for 15 minutes of idling, please include this in the methodology Section.

For off-site truck running emissions, the SCAQMD recommends that all truck movements within a quarter mile be analyzed, however only one off-site truck route was described. Exhibit 10 from the TIA shows that 5% of trucks will travel on Orange St to the east and 20% of truck trips will travel on Cedar Ave to the south. Please add these off-site routes to the model.

The DPM emissions from the forklifts or operational transport refrigeration units are not described under the methodology. If these diesel emissions sources are not going to be allowed on the project site than provide project design features in the Project Description restricting these uses and provide a discussion under the methodology section detailing why they were not analyzed. If you prefer to provide a mitigation measure restricting the use of diesel forklifts and TRUs than please provide an unmitigated and mitigated model runs that show the emissions and cancer risks without and with implementation of the mitigation.

Page 2.0-13: The parameters utilized in calculating the cancer risks is hard to follow. Please provide a Table that lists all of variables utilized in calculating the cancer risk for both at the school and nearby residents (i.e., Table rows should include: CPF = ; ASF = ; Dose = ; ED = ; AT = ; and FAH =)

<u>Cedar Avenue Technology Park Project Greenhouse Gas Emissions Report Review</u>
Global Comment: The GHG Report as currently formatted only has 2 Section. It would greatly help the readability of the GHG Report if Section 2.0 GHG Emissions was broken up into multiple sections. Possibly make Sections 2.1, 2.2, and 2.3 into Sections 2.0, 3.0, and 4.0.

Page 2.0-9, Second paragraph. Expand the SB 32 discussion to include a discussion about AB 197.

Page 2.10-11, Methodology. Revise the date on the reference to the Traffic Impact Analysis from 2016 to 2017. Also, please expand the Methodology Section to include all of the parameters utilized in the CalEEMod model for both construction and operations and provide justification of any non-default values utilized.

Pages 2.10-11 and 2.10-12 Thresholds of Significance and on Page 2.0-16 Conflict with any Plan for reducing GHG Emissions (Impact 2). Text needs to be added to the Thresholds of Significance Section and Impact 2 that details how the County's GHG Plan complies with SB 32 and AB 197 even though it was prepared prior to adoption of SB 32 and AB 197. An example of text that may be provided is shown below:

> It should be noted that the County's GHG Plan was prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015 that provided a reduction goal of 40 percent below 1990 levels by 2030. This target was codified into statute through passage of AB 197 and SB 32 in September 2016. However, to date no air district or local agency within California has provided guidance on how to address AB 197 and SB 32 with relation to land use projects. In addition, the California Supreme Court's ruling on Cleveland National Forest Foundation v. San Diego Association of Governments (Cleveland v. SANDAG), Filed July 13, 2017 stated:

SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal. In its response to comments, the EIR said: "It is uncertain what role regional land use and transportation strategies can or should play in achieving the EO's 2050 emissions reduction target. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency [citation].

Although, the above court case was referencing California's GHG emission targets for the year 2050, at this time it is also unclear what role land use strategies can or should play in achieving the AB 197 and SB 32 reduction goal of 40 percent below 1990 levels by 2030. As such this analysis has relied on the County's GHG Plan's recommended thresholds. Therefore, the proposed project would be considered to create a significant cumulative GHG impact if the proposed project would exceed the annual threshold of 3,000 MTCO2e.

Page 2.0-14, Table 2. The GHG emissions presented in Table 2 are too low to be believable without the implementation of any mitigation or project design features that would limit GHG emissions being created from the project (The BAAQMD provides a screening threshold that says any industrial building larger than 65,000 sf is potentially significant). Please recalculate the GHG emissions based on the requested revisions to the CalEEMod model run provided in the Peer Review of the Air Report. If mitigation measures are utilized, please provide an additional table that shows the unmitigated conditions. If project design features are utilized, please list all of the project design features implemented before Table 2.

<u>Appendix A – CalEEMod model runs:</u>
Please re-run the CalEEMod model based on the comments provided in the Air Quality Peer Review.

- **Hazardous Materials:** There is currently no information about any of the future tenants of the project (see MND at p. 8), and it is possible that future uses on the site may generate, store, transport or dispose of hazardous materials. Due to the potential for a release of such materials in close proximity to Slover Mountain High School, a condition of approval or mitigation measure should be included to require the preparation of an emergency response plan or similar document in the event that future tenants store or transport hazardous materials. CJUSD should also be included within, and provided the opportunity for consultation under any such emergency response plan.

- **Traffic:** The MND should be revised to require the preparation of a construction traffic management plan to ensure that project construction does not interfere with access or create hazards for students and parents traveling to and from the high school. Such plan should take into account the bell schedule of the high school (as well as combined traffic from other adjacent schools) and require that haul trucks and construction vehicles access the site from a location other than Orange Street to reduce traffic conflicts. Once operational, the project would result in an additional 135 heavy truck trips per day in the immediate vicinity. Additional safety measures such as a crossing guard or lighted crosswalks may be warranted to ensure student safety from the increased number of trucks traveling on surrounding roadways, and if so, should be provided by the project applicant. The MND should be revised to include additional analysis regarding pedestrian safety in light of the nearby schools. Please refer to the attached Exhibit A for additional comment on traffic impacts.

We thank you for your time and attention to these items to ensure that impacts to CJUSD facilities, students and staff are minimized to the greatest extent feasible.

Sincerely,

Owen Chang
Director, Facilities Planning & Construction

Cc: Dr. Frank Miranda, Assistant Superintendent of Business Services
File

EXHIBIT 'A'

KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

November 6, 2017

Mr. Charles Holcombe, Senior Project Manager
FIRSTCARBON SOLUTIONS
650 East Hospitality Lane, Suite 125
San Bernardino, CA 92408

Dear Mr. Holcombe:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this traffic impact analysis peer review of the proposed Cedar Avenue Technology Center in the County of San Bernardino. The Cedar Avenue Technology Center Traffic Impact Analysis Report was prepared by Michael Baker International (July 25, 2017). The proposed Cedar Avenue Technology Center is located on the northeast corner of Cedar Avenue and Orange Street in the unincorporated community of Bloomington, San Bernardino County. The project site is proposed to be developed with an 184,770 square foot warehouse distribution center.

COMMENT 1

Page 4. Table ES-2 depicts that the Level of Service during the evening peak hour for the Orange Street/Vine Street intersection is lower for Opening Year 2019 With Project traffic conditions vs. Opening Year 2019 Without Project traffic conditions. Explain.

COMMENT 2

Page 5. Table ES-3 depicts that the Level of Service during the evening peak hour for the Orange Street/Vine Street intersection is lower for Horizon Year 2035 With Project traffic conditions vs. Horizon Year 2019 Without Project traffic conditions. Explain.

COMMENT 3

Page 10. The truck turning templates shown on the site plan (Exhibit 2) depict the proposed trucks maneuvering on both sides of the project driveways. This interferes with other passenger cars/trucks entering and exiting the project site.

COMMENT 4

Page 10. The truck turning template shown on the site plan (Exhibit 2) for the proposed trucks leaving the project north driveway onto Vine Street show the trucks leaving the project site and maneuvering onto the east side of the Vine Street centerline. This interferes with other passenger cars/trucks traveling north on Vine Street.

1111 TOWN & COUNTRY ROAD, SUITE 34
ORANGE, CALIFORNIA 92868

(714) 973-8383
WWW.TRAFFIC-ENGINEER.COM

5005 LA MART DRIVE, SUITE 201
RIVERSIDE, CALIFORNIA 92507

COMMENT 5

Page 10. Truck turning templates should also be shown for inbound trucks at the project north driveway to Vine Street and outbound trucks at the project south driveway to Vine Street.

COMMENT 6

Page 10. The site plan shows a drive aisle from the truck court on the east side of the site plan to the parking lots on the west side of the site plan. Will trucks have access to the proposed project driveway directly onto Orange Street? If not, how will trucks be restricted from using the internal drive aisle?

COMMENT 7

Page 10. The site plan shows a security gate located inside the south driveway onto Vine Street. Will trucks have adequate stacking distance between the security gate on Vine Street for the 90% of inbound trucks assigned to this driveway without blocking Vine Street?

COMMENT 8

Page 13. The latest Horizon Year for the San Bernardino Transportation Analysis Model (SBTAM) is Year 2040. Explain.

COMMENT 9

Page 16. State that the posted speed limit on Cedar Avenue is 25 miles per hour when children are present.

COMMENT 10

Page 16. State that the posted speed limit on Slover Avenue is 25 miles per hour when children are present.

COMMENT 11

Page 16. Orange Street is a two lane undivided roadway with parking permitted on both sides of the roadway. If a vehicle is desiring to make an eastbound left turn into the proposed driveway, it will block through vehicles on Orange Street. This will create backups during peak school drop-off/pick-up hours.

COMMENT 12

Page 16. Orange Street is a two lane undivided roadway with parking permitted on both sides of the roadway. If a truck is desiring to make an eastbound left turn into Vine Street, it will block through vehicles on Orange Street. This will create back-ups during peak school drop-off/pick-up hours.

COMMENT 13

Page 18. The traffic counts were collected on September 1, 2016. Verify that the school on the south side of Orange Street was in session at the time that the traffic counts were obtained.

COMMENT 14

Page 20. The project south driveway to Vine Street is opposite an existing driveway on the east side of Vine Street; however, no existing traffic volumes are shown for the existing driveway. Explain.

COMMENT 15

Page 27. The truck trip distribution (Exhibit 10) is identical to the passenger car trip distribution (Figure 9). Typically, the majority of truck trips are routed onto the freeway mainline and are not routed in the same directions as employees/visitors in passenger cars. Explain.

COMMENT 16

Page 34. The majority of employee parking is provided on the west side of the project site. However, no vehicles are assigned to the southbound left turn movement and westbound right turn movement at the Orange Street/Project Driveway intersection. Explain.

COMMENT 17

Page 36. The evening peak hour inbound + outbound do not add up to the total.

COMMENT 18

Page 36. In the footnotes in Table 7, provide sources for the cumulative projects.

COMMENT 19

Page 36. The cumulative projects list should include the following projects that are approved or being processed concurrently within the study area:

- **Agua Mansa High-Cube Warehouse, RK Engineering Group (2015)**
- **Bloomington 167, Kunzman Associates, Inc. (2015)**
- **High-Cube Warehouse/Distribution Center, David Evans and Associates (2016)**
- **Hall Avenue/El Rivino Road Project, Kunzman Associates, Inc. (2015)**
- **I-10/60 Logistics Center Project, Panattoni (2016)**
- **Slover High-Cube Warehouse, LSA (2014)**
- **Slover Avenue and Cactus Avenue Project, Alere (2017)**
- **West Valley Logistics Center Specific Plan, Translutions (2014)**

COMMENT 20

Page 43. The daily traffic volumes on Cedar Avenue, south of the I-10 Freeway, are higher for Opening Year 2019 With Project (Exhibit 21) than for Horizon Year 2035 With Project (Exhibit 25). Explain.

COMMENT 21

Appendix H. All of the SBTAM model plots should be included in Appendix H.

COMMENT 22

General. A queuing analysis should be included to ensure that the left turn lanes at the study intersections have adequate stacking distance with the proposed project.

COMMENT 23

General. A merge/diverge analysis should be provided at the Cedar Avenue/I-10 Freeway ramps with the addition of the trucks from the proposed project.

CONCLUSION

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Respectfully submitted,

KUNZMAN ASSOCIATES, INC.

Carl Ballard, LEED GA
Principal

REGISTERED PROFESSIONAL ENGINEER
WILLIAM A. KUNZMAN
No. TR0056
TRAFFIC
STATE OF CALIFORNIA

KUNZMAN ASSOCIATES, INC.

William Kunzman, P.E.
Principal

JN 7252

Liang, Aron

From: Swaller, Amanda <amanda_swaller@fws.gov>
Sent: Thursday, November 16, 2017 4:55 PM
To: Liang, Aron
Subject: Re: please contact Aron at SB LUSD

The US Fish and Wildlife Service has a few minor edits to the Nesting Bird Pre-construction survey mitigation measures in the MND. There are as follows in red:

B10-2 Nesting Bird Pre-Construction Survey. As a condition of approval for all grading permits, vegetation clearing, or ground disturbance, within 30 days prior to such activities occurring during the nesting/breeding season (~~Mid-~~February 15th through August 31) a migratory bird nesting survey must be completed in accordance with the following requirements:

a. A ~~migratory~~ nesting bird survey ~~of the Project's impact~~ footprint shall be conducted in and within 500 feet of the proposed construction footprint where applicable by a qualified biologist within three business (3) days prior to initiating vegetation clearing or ground disturbance. If work has halt for more than three days an additional nesting bird survey will be performed.

b. A copy of the ~~migratory~~ nesting bird survey results report shall be provided to the County of San Bernardino Planning Department and the US Fish and Wildlife Service. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and the US Fish and Wildlife Service and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors and species of special concern. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no crew entry will be allowed. Vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds ~~can survive independently from the nests~~ have been fledged.

Cheers,

Amanda Swaller
Wildlife Biologist
Palm Springs Fish & Wildlife Office
777 East Tahquitz Canyon Way Suite 208
Palm Springs, CA 92262
760/322/2070 *404
760/322/4648 fax
Note my extension has changed

EXHIBIT G

Responses

Comment Letter A

EXHIBIT G

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

SENT VIA USPS AND E-MAIL:
aron.liang@lus.sbcounty.gov
Aron Liang, Senior Planner
County of San Bernardino – Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

November 9, 2017

Mitigated Negative Declaration (MND) for the Proposed Cedar Avenue Technology Center

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

The Lead Agency proposes to construct and operate an 184,770 square-foot (sf) warehouse with unknown occupants on an approximately 9.8-acre site (Proposed Project). The MND estimates approximately 863 total vehicle trips, including approximately 135 daily diesel truck trips[1]. In the Air Quality Section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to SCAQMD's recommended regional and localized air quality CEQA daily significance thresholds. The Lead Agency found that localized and regional daily construction and operational air quality impacts are less than significant. The Lead Agency also conducted a health risk assessment (HRA) and found that the Maximum Exposed Individual Resident cancer risk would be 8.93 in one million which is below SCAQMD's CEQA significance threshold of 10 in one million for cancer risk[2]. A-1

SCAQMD staff has concerns about air quality and HRA analyses in the MND. Details are included in the attachment. After revising the air quality and HRA analyses, should the Lead Agency find that Proposed Project's air quality impacts will exceed SCAQMD's recommended air quality CEQA significance thresholds, the identification and evaluation of feasible mitigation measures to reduce impacts below the level of significance are required before the consideration of the MND for adoption pursuant to CEQA Guideline Section 15074(b). Additionally, SCAQMD staff has included a list of mitigation measures in the attachment to assist the Lead Agency in identifying feasible mitigation measures which have the potential to substantially lessen significant adverse air quality effects as stated in Public Resources Code Section 21002. In an event that the Lead Agency finds that significant adverse air quality impacts cannot be mitigated or avoided, a draft environmental impact report shall be prepared pursuant to CEQA Guideline Sections 15073.5, 15086, and 15087.

[1] MND, Page 77.
[2] MND, Page 24.

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Jack Cheng, Air Quality Specialist, CEQA IGR Section, at (909) 396-2448, if you have any questions. A-1 cont.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS:JC
SBC171025-02
Control Number

ATTACHMENT

General Comments

1. On October 26, 2017 SCAQMD requested all technical air quality modeling, health risk assessment, and emission estimate files. The Lead Agency provided partial files on November 1, 2017. On November 2, 2017, SCAQMD staff made another attempt to obtain the health risk assessment and emission estimate calculations. Without these files, SCAQMD staff was unable to thoroughly review the air quality analysis and health risk assessment. SCAQMD staff recommends providing the requested files and allowing for additional time for review. A-2

Air Quality Analysis

2. Table XVI-2 Trip Generation Rates[3] states that heavy duty trucks account for 20.43% of the vehicle type. However, in the Air Quality Analysis – Appendix A, the Lead Agency used 10.2% heavy duty truck fleet mix to quantify operational emissions[4]. By using a 10.2% heavy duty truck fleet mix instead of 20.43%, the Lead Agency has likely underestimated the Proposed Project's operational air quality impacts. SCAQMD staff recommends that the Lead Agency use a fleet mix consistent throughout the MND to recalculate the Proposed Project's operational emissions. A-3

Health Risk Assessment (HRA) Analysis

In the HRA, the Lead Agency used the AERMOD dispersion model to estimate DPM concentrations from the diesel vehicles generated by the Proposed Project and used the 2015 revised Office of Environmental Health Hazard Assessment (OEHHA) Guidelines to estimate potential health risks to sensitive receptors in the Project vicinity. SCAQMD staff recommends that the Lead Agency revise the HRA based on the following comments, which are intended to assist the Lead Agency in assessing the potential cancer risk attributable to the Proposed Project.

3. The 2015 revised OEHHA Guidelines acknowledge that children are more susceptible to the exposure to air toxics and have revised the way cancer risks are estimated to take this into account. Since the emissions from the Proposed Project-generated trucks get cleaner with time due to existing regulations, it would not be appropriate to average out the emissions over the 30-year exposure duration since this would underestimate the health risks to children who would be exposed to higher DPM concentrations during the early years of project operation. Therefore, SCAQMD staff recommends that the DPM emissions for each year of operation be applied to each of the corresponding age bins (i.e. emissions from Year 1 of project operation should be used to estimate cancer risks to the third trimester to 0 year age bin; Year 1 and 2 of project operation should be used to estimate the cancer risks to the 0 to 2 years age bins; and so on). A-4

[3] MND, Page 77.
[4] Air Quality Impact Analysis, Appendix A, Page 66.

4. In the air dispersion modeling – Terrain Height Option, the Lead Agency used the Non-Default Regulatory Option "Flat". SCAQMD staff recommends using the Default Regulatory Option "Elevated" or provide additional justification for the use of Non-Default Regulatory Flat Option. The use of National Elevation Dataset (NED) 1 arc-second or DEM 7.5 minute terrain data is recommended if using the "Elevated" setting. A-5

5. On-site idling was modeled as a single area source. SCAQMD staff recommends that the Lead Agency use a series of volume source that spans the entire docking area to ensure that potential maximum concentrations are identified. A-6

6. On-site idling emissions should include 15 minutes of idling to ensure that impacts are properly analyzed. The 15-minute idling includes the emissions generated when entering the proposed project site while heading towards the dock area; idling at the dock; and the emissions generated when leaving the docks while departing from the proposed project. Without the emission estimate calculation files, SCAQMD staff was unable to verify idling times or emission rates. A-7

7. The HRA analysis involved the use of a 50-meter spacing receptor grid placed over existing sensitive receptors. Discrete receptor locations should also be placed at the boundaries of the sensitive receptors and not the residential structures. Placing receptors on the residential structures underestimates cancer risks to the residents. SCAQMD staff recommends that the Lead Agency revise the HRA and start the grid at the property boundaries to ensure potential maximum concentrations are identified. A-8

8. The Lead Agency used AERMOD (version 15181) to prepare the dispersion modeling for the HRA. AERMOD (version 16216) was the most recent version available at the time of the analysis (10/27/2016). Therefore, SCAQMD staff recommends that the Lead Agency revise the dispersion modeling for the HRA by using AERMOD (version 16216r) in the Final MND. A-9

Recommended Mitigation Measures for Operational Air Quality Impacts (Mobile Sources)

9. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse impacts. In the event that the Lead Agency, after revising the HRA analysis based on the comments provided above, finds that the Proposed Project would result in significant health risk impacts, SCAQMD staff recommends incorporating the following on-road mobile-source truck related mitigation measures in the Final MND. For more information on potential mitigation measures as guidance to the Lead Agency, please visit SCAQMD's CEQA Air Quality Handbook website[5]. A-10

    a. Require the use of 2010 and newer haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel haul trucks cannot be obtained, provide documentation as information becomes available and use

[5] South Coast Air Quality Management District. http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

trucks that meet EPA 2007 model year NOx emissions requirements[6], at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

b. Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
c. Develop, adopt and enforce truck routes in and out of facilities.
d. Limit the daily number of trucks allowed at the facility to levels analyzed in the Final MND (135 trucks per day as analyzed in the MND). If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this land use or higher activity level.
e. Provide electric vehicle (EV) Charging Stations (see the discussion below under "f." regarding EV charging stations).
f. Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final MND, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and Project applicant.
g. Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy[7]. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the Lead Agency require the proposed warehouse and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations.[8] Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should appropriately sized to allow for future expanded use.

A-10 cont.

[6] Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: http://www.truckload.org/tca/files/ccLibraryFiles/Filename/000000003422/California-Clean-Truck-and-Trailer-Update.pdf (See slide #23).
[7] Southern California Association of Governments. Adopted April 7, 2016. Available at: http://scagrtpscs.net/Pages/default.aspx.
[8] City of Los Angeles. March 30, 2017. Accessed at: http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf.

h. Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the warehouse/distribution center and sensitive receptors.
i. Design the warehouse/distribution center such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
j. Design the warehouse/distribution center such that any check-in point for trucks is well inside the Proposed Project to ensure that there are no trucks queuing outside of the facility boundaries.
k. Design the warehouse/distribution center to ensure that truck traffic within the Proposed Project is located away from the property line(s) closest to residences or sensitive receptors.
l. Restrict overnight parking in residential areas.
m. Establish overnight parking within the warehouse/distribution center where trucks can rest overnight.
n. Establish designated area(s) within the Proposed Project for repair needs away from residences or sensitive receptors.

A-10 cont.

Letter A - Responses to Comments from South Coast Air Quality Management District, November 9, 2017

Response A-1 This is a general set of introductory comments. No response is necessary.

Response A-2 Original emission calculation spreadsheets and modeling files for California Emissions Estimator Model (CalEEMod) and AERMOD model files were emailed to Jack Cheng of the South Coast Air Quality Management District (SCAQMD) on October 26, 2017 from Aron Liang, County of San Bernardino. The SCAQMD requested the files again on November 9, 2017 because the FTP link had expired. Aron Liang sent Jack Cheng a new FTP link on November 10, 2017. Furthermore, the Air Quality Impact Analysis for the Cedar Avenue Technology Park Project (Michael Baker International, August 2017) was provided as Appendix A of the Draft Initial Study/Mitigated Negative Declaration (MND). The CalEEMod output sheets were provided as Appendix A of the Air Quality Impact Analysis.

The files requested by the SCAQMD were provided in a timely manner by the County of San Bernardino and therefore, no additional time for review is necessary.

Response A-3 The CalEEMod modeling for the project was originally conducted in October 2016 with the correct operational truck fleet mix. Subsequent to the initial modeling and analysis, additional project construction information became available that necessitated revisions to the CalEEMod run to update earthwork volumes. These updates to the model's construction module caused CalEEMod to reset the operational fleet mix to default numbers. This error was not detected in the version of the Air Quality Impact Analysis for the Cedar Avenue Technology Park Project (Michael Baker International, August 2017) distributed for public review. However, the original model files are still available and were available in County files. These files, and accurately quantify the operational emissions associated with the correct fleet mix.

The operational emissions reflecting the correct fleet mix are provided below in Table 1 (also refer to Attachment 1 to this response to the AQMD comment for the full model outputs). As depicted in Table 1, operational emissions associated with the truck fleet mix for the project would not exceed SCAQMD thresholds and no mitigation measures are required. The excerpts of the model outputs depicting the correct fleet mix and results are provided in Figure 1 and Figure 2 below. The operational emissions are not substantially different those disclosed in the MND and do not result in new significant impacts requiring new mitigation measures or recirculation of the MND.

Table 1
Long-Term Operational Emissions

Source	Pollutant (pounds/day)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)
Summer Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	1.66	21.78	6.24	1.77	21.60	0.11
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	**6.54**	**27.59**	**6.69**	**2.19**	**26.50**	**0.11**
Winter Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	1.50	21.89	6.24	1.77	18.98	0.10
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	**6.39**	**27.71**	**6.69**	**2.19**	**23.90**	**0.11**
Potentially Significant Impact Threshold (Daily Emissions)	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Daily Threshold?	No	No	No	No	No	No

Notes:
1. Emissions calculated using CalEEMod version 2016.3.1.

Refer to Attachment 1 for daily emission model outputs.

Figure 1. Excerpt from CalEEMod outputs with correct fleet mix.

CalEEMod Version: CalEEMod.2016.3.1 Page 27 of 32 Date: 10/20/2016 12:48 PM

Cedar Avenue Technology Park - San Bernardino-South Coast County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

Figure 2. CalEEMod Operational emissions results.

CalEEMod Version: CalEEMod.2016.3.1 Page 5 of 32 Date: 10/20/2016 12:48 PM

Cedar Avenue Technology Park - San Bernardino-South Coast County, Summer

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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

CalEEMod Version: CalEEMod.2016.3.1 Page 5 of 32 Date: 10/20/2016 12:49 PM

Cedar Avenue Technology Park - San Bernardino-South Coast County, Winter

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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

Changes made to the Final MND are identified here in ~~strikeout~~ text to indicate deletions and in **bold underlined** text to signify additions.

Page 22 of the MND, Table III-4 "Long Term Operational Emissions" and Table 10, of the Air Quality Impact Analysis for the Cedar Avenue Technology Park Project (Michael Baker International, August 2017; MND Appendix A) is revised as follows:

TABLE 10
LONG-TERM OPERATIONAL EMISSIONS

Source	Pollutant (pounds/day)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)
Summer Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	~~1.94~~ **1.66**	~~12.30~~ **21.78**	~~6.09~~ **6.24**	~~1.69~~ **1.77**	~~25.99~~ **21.60**	~~0.09~~ **0.11**
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	~~6.82~~ **6.54**	~~18.11~~ **27.59**	~~6.55~~ **6.69**	~~2.10~~ **2.19**	~~30.90~~ **26.50**	~~0.09~~ **0.11**
Winter Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	1.50	21.89	6.24	1.77	18.98	0.10
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	~~6.60~~ **6.39**	~~18.26~~ **27.71**	~~6.55~~ **6.69**	~~2.10~~ **2.19**	~~27.41~~ **23.90**	~~0.09~~ **0.11**
Potentially Significant Impact Threshold (Daily Emissions)	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Daily Threshold?	No	No	No	No	No	No

Notes:
1. Emissions calculated using CalEEMod version 2016.3.1.

Refer to Appendix A for daily emission model outputs.

Response A-4 The Health Risk Assessment derived its diesel particulate matter emission rate by averaging the annual fleet mix emission rate averages of the years 2018 through 2048, which is 30 years and assumed to span the life of the project. This emission rate was used to model pollutant concentrations in the project vicinity. The model concentrations at sensitive receptors were then used to quantify the health risk at sensitive receptors using the 2015 California OEHHA Health Risk Assessment Guidelines. The OEHHA 2015 Health Risk Assessment Guidance provides different exposure periods depending on the applicable residency period. OEHHA recommends using 30 years as the basis for estimating cancer risk at the maximally exposed individual receptor in all health risk assessments. Age sensitivity factors were employed in the Health Risk Assessment in order to accurately estimate potential health risk resultant of exposure to pollutant concentrations beginning in the third trimester.

Response A-5 The comment is correct that the "Non-Default Regulatory Option – Flat" was employed in AERMOD, the air pollutant dispersion model used for the Health Risk Assessment completed for the project. This option was selected based on the topography of the

project site, which is flat and devoid of any hills or berms. Additionally, the surrounding area is flat and generally has the same elevation as the project site. Based on the flat terrain and the lack of hills or berms on the site and on the surrounding area, there is no available hill height scale input to accommodate an "Elevated – Non-Default Regulatory Option." Additionally, as part of project construction, the site is proposed to be graded and further leveled. AERMOD does not make any distinction between elevated terrain below the inputted pollutant release height, which as discussed further below, is 8.37 feet. Therefore the "Non-Default Regulatory Option – Flat" was appropriately employed.

Response A-6 The Area Source model option is appropriate for depicting a loading dock area where the pollutant source is idling heavy-duty trucks. As stated in Chapter 4 of the OEHHA 2015 Health Risk Assessment Guidance, Area Sources are generally sources of particulate matter and include "parking lots," which are synonymous with warehouse loading zones.

Response A-7 The on-site idling emissions assumed 15 minutes of idling as recommended in the comment.

Response A-8 According to the SCAQMD's *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)*, air dispersion modeling is required to estimate (a) annual average concentrations to calculate the Maximum Individual Cancer Risk (MICR), the maximum chronic HI, the zones of impact, and excess cancer burden and (b) peak hourly concentrations to calculate the health impact from substances with acute non-cancer health effects. To achieve these goals, the receptor grid should begin at the facility fence line and extend to cover the zone of impact. In addition, the receptor grid should be fine enough to identify the points of maximum impact. According to the SCAQMD, in order "to identify the maximum impacted receptors (i.e., peak cancer risk and peak hazard indices) a grid spacing of 100 meters or less must be used." The modeling and analysis was prepared in accordance with the SCAQMD Guidelines and used a more conservative 50-meter receptor grid. Additionally, the receptor grid was placed starting at the property boundary as recommended in the comment.

Response A-9 Although the AERMOD run and HRA is dated October 2016, the analysis and initial model runs were initiated prior to that time. Additionally, AERMOD version 16216 and the EPA final rule for the recommended model was released on December 20, 2016, after completion of the HRA. Regardless, according to the EPA's Model Change Bulletin[1] that summarizes AERMOD version 16216 changes, the model updates consisted of minor bug fixes and enhancements that would not affect the outcome of the modeled pollutant concentrations or project calculated risk levels.

Response A-10 As discussed in Response to Comment A-3 above, project operations would not exceed SCAQMD thresholds and no mitigation measures would be required. As discussed in Response to Comment A-4, revisions to the HRA is not necessary. Therefore, no new on-road mobile-source truck related mitigation measures will be incorporated. Additionally, the majority of the suggested measures would not be necessary due to design features inherent to the project. For example, due to the site's proximity to the Interstate 10

[1] https://www3.epa.gov/ttn/scram/models/aermod/aermod_mcb12_v16216.pdf

freeway ramps, it would not be necessary to establish truck routes or direct trucks away from sensitive receptors. Additionally, the number of trucks that the site can feasibly and realistically accommodate were analyzed in both the traffic analysis and the air quality/health risk assessment.

The following conditions of approval will be implemented to reinforce existing regulation and reduce the generation of diesel particulate matter:

- Prior to the certificate of occupancy issuance, the project applicant shall demonstrate to the satisfaction of the San Bernardino County Land Use Services Director that the following measures would be implemented during project operations. These measures shall be enforced and maintained through Covenants, Codes, and Restrictions (CC&Rs), or other means acceptable to the San Bernardino County Land Use Services Director.
    - Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations.
    - All service equipment (e.g., forklifts) used within the site shall be electric or compressed natural gas-powered.

Attachment 1: Correct Fleet Mix CalEEMod output sheets

Cedar Avenue Technology Park

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

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	18.1771	59.6340	51.6733	0.1000	18.2675	3.2132	21.1475	9.9840	3.0071	12.6337	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	2.9681	2.6828	5.6509	0.7972	2.5125	3.3097	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**18.2675**	**3.2132**	**21.1475**	**9.9840**	**3.0071**	**12.6337**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

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	18.1771	59.6340	51.6733	0.1000	6.1202	3.2132	9.0002	3.3282	3.0071	5.9778	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	1.9637	2.6828	4.6466	0.5507	2.5125	3.0632	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**6.1202**	**3.2132**	**9.0002**	**3.3282**	**3.0071**	**5.9778**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.08**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.4420	0.0746	0.5166	0.1273	0.0714	0.1986		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**2.4092**	**0.0888**	**2.4980**	**0.6490**	**0.0845**	**0.7335**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.3161	0.0746	0.3907	0.0964	0.0714	0.1677		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**1.5992**	**0.0888**	**1.6880**	**0.4502**	**0.0845**	**0.5346**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.4420	0.0587	0.5007	0.1273	0.0562	0.1834		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**2.4092**	**0.0724**	**2.4816**	**0.6490**	**0.0688**	**0.7178**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.3161	0.0587	0.3748	0.0964	0.0562	0.1525		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**1.5992**	**0.0724**	**1.6716**	**0.4502**	**0.0688**	**0.5189**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Unmitigated	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

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	18.1858	59.6758	49.4322	0.0964	18.2675	3.2142	21.1475	9.9840	3.0080	12.6337	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	2.9681	2.6836	5.6517	0.7972	2.5132	3.3104	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**18.2675**	**3.2142**	**21.1475**	**9.9840**	**3.0080**	**12.6337**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

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	18.1858	59.6758	49.4322	0.0964	6.1202	3.2142	9.0002	3.3282	3.0080	5.9778	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	1.9637	2.6836	4.6473	0.5507	2.5132	3.0639	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**6.1202**	**3.2142**	**9.0002**	**3.3282**	**3.0080**	**5.9778**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.07**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.4420	0.0755	0.5175	0.1273	0.0723	0.1995		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**2.4092**	**0.0897**	**2.4990**	**0.6490**	**0.0854**	**0.7343**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.3161	0.0755	0.3916	0.0964	0.0723	0.1686		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**1.5992**	**0.0897**	**1.6890**	**0.4502**	**0.0854**	**0.5355**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.4420	0.0595	0.5014	0.1273	0.0569	0.1842		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**2.4092**	**0.0731**	**2.4824**	**0.6490**	**0.0695**	**0.7185**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.3161	0.0595	0.3755	0.0964	0.0569	0.1533		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**1.5992**	**0.0731**	**1.6724**	**0.4502**	**0.0695**	**0.5197**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Unmitigated	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.1760	5.4678	4.2963	8.3200e-003	0.3863	0.2916	0.6779	0.1454	0.2720	0.4174	0.0000	762.2613	762.2613	0.1363	0.0000	765.6675
2018	0.5543	1.7106	1.5337	3.1400e-003	0.0947	0.0872	0.1819	0.0255	0.0817	0.1071	0.0000	285.2073	285.2073	0.0477	0.0000	286.3999
Maximum	**1.1760**	**5.4678**	**4.2963**	**8.3200e-003**	**0.3863**	**0.2916**	**0.6779**	**0.1454**	**0.2720**	**0.4174**	**0.0000**	**762.2613**	**762.2613**	**0.1363**	**0.0000**	**765.6675**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.1760	5.4678	4.2963	8.3200e-003	0.2045	0.2916	0.4961	0.0706	0.2720	0.3426	0.0000	762.2608	762.2608	0.1363	0.0000	765.6669
2018	0.5543	1.7106	1.5337	3.1400e-003	0.0628	0.0872	0.1500	0.0176	0.0817	0.0993	0.0000	285.2071	285.2071	0.0477	0.0000	286.3997
Maximum	**1.1760**	**5.4678**	**4.2963**	**8.3200e-003**	**0.2045**	**0.2916**	**0.4961**	**0.0706**	**0.2720**	**0.3426**	**0.0000**	**762.2608**	**762.2608**	**0.1363**	**0.0000**	**765.6669**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**44.44**	**0.00**	**24.86**	**48.35**	**0.00**	**15.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-3-2017	7-2-2017	1.7849	1.7849
2	7-3-2017	10-2-2017	2.3557	2.3557
3	10-3-2017	1-2-2018	2.5524	2.5524
4	1-3-2018	4-2-2018	2.1627	2.1627
		Highest	2.5524	2.5524

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Energy	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	200.8573	200.8573	7.8500e-003	1.9100e-003	201.6237
Mobile	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Offroad	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Waste						0.0000	0.0000		0.0000	0.0000	35.2555	0.0000	35.2555	2.0835	0.0000	87.3439
Water						0.0000	0.0000		0.0000	0.0000	13.5556	177.2689	190.8245	1.3996	0.0344	236.0629
Total	**1.1247**	**4.8307**	**4.1818**	**0.0193**	**1.0903**	**0.0839**	**1.1741**	**0.2939**	**0.0780**	**0.3719**	**48.8111**	**2,161.4847**	**2,210.2959**	**3.5921**	**0.0363**	**2,310.9161**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Energy	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	200.8573	200.8573	7.8500e-003	1.9100e-003	201.6237
Mobile	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Offroad	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Waste						0.0000	0.0000		0.0000	0.0000	35.2555	0.0000	35.2555	2.0835	0.0000	87.3439
Water						0.0000	0.0000		0.0000	0.0000	13.5556	177.2689	190.8245	1.3996	0.0344	236.0629
Total	**1.1247**	**4.8307**	**4.1818**	**0.0193**	**1.0903**	**0.0839**	**1.1741**	**0.2939**	**0.0780**	**0.3719**	**48.8111**	**2,161.4847**	**2,210.2959**	**3.5921**	**0.0363**	**2,310.9161**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.2614	0.1173	1.9000e-004		0.0144	0.0144		0.0132	0.0132	0.0000	17.6672	17.6672	5.4100e-003	0.0000	17.8025
Total	**0.0248**	**0.2614**	**0.1173**	**1.9000e-004**	**0.0903**	**0.0144**	**0.1047**	**0.0497**	**0.0132**	**0.0629**	**0.0000**	**17.6672**	**17.6672**	**5.4100e-003**	**0.0000**	**17.8025**

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	5.2000e-004	5.0300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9298	0.9298	4.0000e-005	0.0000	0.9307
Total	**6.0000e-004**	**5.2000e-004**	**5.0300e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9298**	**0.9298**	**4.0000e-005**	**0.0000**	**0.9307**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0299	0.0000	0.0299	0.0165	0.0000	0.0165	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.2614	0.1173	1.9000e-004		0.0144	0.0144		0.0132	0.0132	0.0000	17.6672	17.6672	5.4100e-003	0.0000	17.8025
Total	**0.0248**	**0.2614**	**0.1173**	**1.9000e-004**	**0.0299**	**0.0144**	**0.0443**	**0.0165**	**0.0132**	**0.0297**	**0.0000**	**17.6672**	**17.6672**	**5.4100e-003**	**0.0000**	**17.8025**

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	5.2000e-004	5.0300e-003	1.0000e-005	6.4000e-004	1.0000e-005	6.5000e-004	1.8000e-004	1.0000e-005	1.8000e-004	0.0000	0.9298	0.9298	4.0000e-005	0.0000	0.9307
Total	**6.0000e-004**	**5.2000e-004**	**5.0300e-003**	**1.0000e-005**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**1.8000e-004**	**1.0000e-005**	**1.8000e-004**	**0.0000**	**0.9298**	**0.9298**	**4.0000e-005**	**0.0000**	**0.9307**

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	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0307	0.3389	0.1710	3.0000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	27.5595	27.5595	8.4400e-003	0.0000	27.7706
Total	**0.0307**	**0.3389**	**0.1710**	**3.0000e-004**	**0.0655**	**0.0178**	**0.0833**	**0.0337**	**0.0164**	**0.0500**	**0.0000**	**27.5595**	**27.5595**	**8.4400e-003**	**0.0000**	**27.7706**

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	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	9.9000e-004	8.6000e-004	8.3800e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5496	1.5496	6.0000e-005	0.0000	1.5512
Total	**9.9000e-004**	**8.6000e-004**	**8.3800e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.5496**	**1.5496**	**6.0000e-005**	**0.0000**	**1.5512**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0217	0.0000	0.0217	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0307	0.3389	0.1710	3.0000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	27.5594	27.5594	8.4400e-003	0.0000	27.7705
Total	**0.0307**	**0.3389**	**0.1710**	**3.0000e-004**	**0.0217**	**0.0178**	**0.0395**	**0.0112**	**0.0164**	**0.0275**	**0.0000**	**27.5594**	**27.5594**	**8.4400e-003**	**0.0000**	**27.7705**

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	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	9.9000e-004	8.6000e-004	8.3800e-003	2.0000e-005	1.0700e-003	1.0000e-005	1.0900e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.5496	1.5496	6.0000e-005	0.0000	1.5512
Total	**9.9000e-004**	**8.6000e-004**	**8.3800e-003**	**2.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0900e-003**	**3.0000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**1.5496**	**1.5496**	**6.0000e-005**	**0.0000**	**1.5512**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2570	2.1908	1.5001	2.2200e-003		0.1475	0.1475		0.1385	0.1385	0.0000	198.4066	198.4066	0.0489	0.0000	199.6286
Total	**0.2570**	**2.1908**	**1.5001**	**2.2200e-003**		**0.1475**	**0.1475**		**0.1385**	**0.1385**	**0.0000**	**198.4066**	**198.4066**	**0.0489**	**0.0000**	**199.6286**

3.4 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	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	0.0267	0.7567	0.1829	1.5500e-003	0.0359	6.1900e-003	0.0421	0.0104	5.9200e-003	0.0163	0.0000	148.0862	148.0862	0.0113	0.0000	148.3688
Worker	0.0963	0.0831	0.8111	1.6600e-003	0.1592	1.1700e-003	0.1604	0.0423	1.0800e-003	0.0434	0.0000	150.0014	150.0014	6.0600e-003	0.0000	150.1529
Total	**0.1230**	**0.8398**	**0.9941**	**3.2100e-003**	**0.1951**	**7.3600e-003**	**0.2025**	**0.0526**	**7.0000e-003**	**0.0596**	**0.0000**	**298.0876**	**298.0876**	**0.0174**	**0.0000**	**298.5218**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2570	2.1908	1.5001	2.2200e-003		0.1475	0.1475		0.1385	0.1385	0.0000	198.4064	198.4064	0.0489	0.0000	199.6284
Total	**0.2570**	**2.1908**	**1.5001**	**2.2200e-003**		**0.1475**	**0.1475**		**0.1385**	**0.1385**	**0.0000**	**198.4064**	**198.4064**	**0.0489**	**0.0000**	**199.6284**

3.4 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	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	0.0267	0.7567	0.1829	1.5500e-003	0.0257	6.1900e-003	0.0319	7.8700e-003	5.9200e-003	0.0138	0.0000	148.0862	148.0862	0.0113	0.0000	148.3688
Worker	0.0963	0.0831	0.8111	1.6600e-003	0.1040	1.1700e-003	0.1052	0.0287	1.0800e-003	0.0298	0.0000	150.0014	150.0014	6.0600e-003	0.0000	150.1529
Total	**0.1230**	**0.8398**	**0.9941**	**3.2100e-003**	**0.1297**	**7.3600e-003**	**0.1371**	**0.0366**	**7.0000e-003**	**0.0436**	**0.0000**	**298.0876**	**298.0876**	**0.0174**	**0.0000**	**298.5218**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0871	0.7602	0.5714	8.7000e-004		0.0488	0.0488		0.0458	0.0458	0.0000	77.2744	77.2744	0.0189	0.0000	77.7477
Total	**0.0871**	**0.7602**	**0.5714**	**8.7000e-004**		**0.0488**	**0.0488**		**0.0458**	**0.0458**	**0.0000**	**77.2744**	**77.2744**	**0.0189**	**0.0000**	**77.7477**

3.4 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	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	9.2000e-003	0.2792	0.0634	6.1000e-004	0.0141	1.9200e-003	0.0161	4.0800e-003	1.8400e-003	5.9200e-003	0.0000	58.2367	58.2367	4.2500e-003	0.0000	58.3429
Worker	0.0338	0.0285	0.2786	6.4000e-004	0.0627	4.4000e-004	0.0632	0.0167	4.1000e-004	0.0171	0.0000	57.4417	57.4417	2.0900e-003	0.0000	57.4939
Total	**0.0430**	**0.3077**	**0.3421**	**1.2500e-003**	**0.0769**	**2.3600e-003**	**0.0792**	**0.0207**	**2.2500e-003**	**0.0230**	**0.0000**	**115.6784**	**115.6784**	**6.3400e-003**	**0.0000**	**115.8367**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0871	0.7602	0.5714	8.7000e-004		0.0488	0.0488		0.0458	0.0458	0.0000	77.2743	77.2743	0.0189	0.0000	77.7476
Total	**0.0871**	**0.7602**	**0.5714**	**8.7000e-004**		**0.0488**	**0.0488**		**0.0458**	**0.0458**	**0.0000**	**77.2743**	**77.2743**	**0.0189**	**0.0000**	**77.7476**

3.4 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	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	9.2000e-003	0.2792	0.0634	6.1000e-004	0.0101	1.9200e-003	0.0121	3.1000e-003	1.8400e-003	4.9300e-003	0.0000	58.2367	58.2367	4.2500e-003	0.0000	58.3429
Worker	0.0338	0.0285	0.2786	6.4000e-004	0.0410	4.4000e-004	0.0414	0.0113	4.1000e-004	0.0117	0.0000	57.4417	57.4417	2.0900e-003	0.0000	57.4939
Total	**0.0430**	**0.3077**	**0.3421**	**1.2500e-003**	**0.0511**	**2.3600e-003**	**0.0535**	**0.0144**	**2.2500e-003**	**0.0167**	**0.0000**	**115.6784**	**115.6784**	**6.3400e-003**	**0.0000**	**115.8367**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1605	1.7092	1.2401	1.8800e-003		0.0956	0.0956		0.0880	0.0880	0.0000	174.4320	174.4320	0.0535	0.0000	175.7681
Paving	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1638**	**1.7092**	**1.2401**	**1.8800e-003**		**0.0956**	**0.0956**		**0.0880**	**0.0880**	**0.0000**	**174.4320**	**174.4320**	**0.0535**	**0.0000**	**175.7681**

3.5 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2100e-003	7.0800e-003	0.0691	1.4000e-004	0.0136	1.0000e-004	0.0137	3.6000e-003	9.0000e-005	3.7000e-003	0.0000	12.7842	12.7842	5.2000e-004	0.0000	12.7971
Total	**8.2100e-003**	**7.0800e-003**	**0.0691**	**1.4000e-004**	**0.0136**	**1.0000e-004**	**0.0137**	**3.6000e-003**	**9.0000e-005**	**3.7000e-003**	**0.0000**	**12.7842**	**12.7842**	**5.2000e-004**	**0.0000**	**12.7971**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1605	1.7092	1.2401	1.8800e-003		0.0956	0.0956		0.0880	0.0880	0.0000	174.4317	174.4317	0.0535	0.0000	175.7679
Paving	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1638**	**1.7092**	**1.2401**	**1.8800e-003**		**0.0956**	**0.0956**		**0.0880**	**0.0880**	**0.0000**	**174.4317**	**174.4317**	**0.0535**	**0.0000**	**175.7679**

3.5 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2100e-003	7.0800e-003	0.0691	1.4000e-004	8.8600e-003	1.0000e-004	8.9600e-003	2.4500e-003	9.0000e-005	2.5400e-003	0.0000	12.7842	12.7842	5.2000e-004	0.0000	12.7971
Total	**8.2100e-003**	**7.0800e-003**	**0.0691**	**1.4000e-004**	**8.8600e-003**	**1.0000e-004**	**8.9600e-003**	**2.4500e-003**	**9.0000e-005**	**2.5400e-003**	**0.0000**	**12.7842**	**12.7842**	**5.2000e-004**	**0.0000**	**12.7971**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0534	0.5694	0.4809	7.4000e-004		0.0311	0.0311		0.0286	0.0286	0.0000	67.6378	67.6378	0.0211	0.0000	68.1642
Paving	1.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0547**	**0.5694**	**0.4809**	**7.4000e-004**		**0.0311**	**0.0311**		**0.0286**	**0.0286**	**0.0000**	**67.6378**	**67.6378**	**0.0211**	**0.0000**	**68.1642**

3.5 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	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	2.8800e-003	2.4300e-003	0.0238	5.0000e-005	5.3500e-003	4.0000e-005	5.3800e-003	1.4200e-003	3.0000e-005	1.4500e-003	0.0000	4.8956	4.8956	1.8000e-004	0.0000	4.9001
Total	**2.8800e-003**	**2.4300e-003**	**0.0238**	**5.0000e-005**	**5.3500e-003**	**4.0000e-005**	**5.3800e-003**	**1.4200e-003**	**3.0000e-005**	**1.4500e-003**	**0.0000**	**4.8956**	**4.8956**	**1.8000e-004**	**0.0000**	**4.9001**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0534	0.5694	0.4809	7.4000e-004		0.0311	0.0311		0.0286	0.0286	0.0000	67.6377	67.6377	0.0211	0.0000	68.1641
Paving	1.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0547**	**0.5694**	**0.4809**	**7.4000e-004**		**0.0311**	**0.0311**		**0.0286**	**0.0286**	**0.0000**	**67.6377**	**67.6377**	**0.0211**	**0.0000**	**68.1641**

3.5 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	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	2.8800e-003	2.4300e-003	0.0238	5.0000e-005	3.4900e-003	4.0000e-005	3.5300e-003	9.6000e-004	3.0000e-005	1.0000e-003	0.0000	4.8956	4.8956	1.8000e-004	0.0000	4.9001
Total	**2.8800e-003**	**2.4300e-003**	**0.0238**	**5.0000e-005**	**3.4900e-003**	**4.0000e-005**	**3.5300e-003**	**9.6000e-004**	**3.0000e-005**	**1.0000e-003**	**0.0000**	**4.8956**	**4.8956**	**1.8000e-004**	**0.0000**	**4.9001**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0166	0.1093	0.0934	1.5000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	0.0000	12.7663	12.7663	1.3500e-003	0.0000	12.8000
Total	**0.5553**	**0.1093**	**0.0934**	**1.5000e-004**		**8.6700e-003**	**8.6700e-003**		**8.6700e-003**	**8.6700e-003**	**0.0000**	**12.7663**	**12.7663**	**1.3500e-003**	**0.0000**	**12.8000**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	0.0100	0.0978	2.0000e-004	0.0192	1.4000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	18.0787	18.0787	7.3000e-004	0.0000	18.0969
Total	**0.0116**	**0.0100**	**0.0978**	**2.0000e-004**	**0.0192**	**1.4000e-004**	**0.0193**	**5.1000e-003**	**1.3000e-004**	**5.2300e-003**	**0.0000**	**18.0787**	**18.0787**	**7.3000e-004**	**0.0000**	**18.0969**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0166	0.1093	0.0934	1.5000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	0.0000	12.7663	12.7663	1.3500e-003	0.0000	12.8000
Total	**0.5553**	**0.1093**	**0.0934**	**1.5000e-004**		**8.6700e-003**	**8.6700e-003**		**8.6700e-003**	**8.6700e-003**	**0.0000**	**12.7663**	**12.7663**	**1.3500e-003**	**0.0000**	**12.8000**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	0.0100	0.0978	2.0000e-004	0.0125	1.4000e-004	0.0127	3.4600e-003	1.3000e-004	3.5900e-003	0.0000	18.0787	18.0787	7.3000e-004	0.0000	18.0969
Total	**0.0116**	**0.0100**	**0.0978**	**2.0000e-004**	**0.0125**	**1.4000e-004**	**0.0127**	**3.4600e-003**	**1.3000e-004**	**3.5900e-003**	**0.0000**	**18.0787**	**18.0787**	**7.3000e-004**	**0.0000**	**18.0969**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7100e-003	0.0652	0.0603	1.0000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	8.2981	8.2981	7.9000e-004	0.0000	8.3178
Total	**0.3599**	**0.0652**	**0.0603**	**1.0000e-004**		**4.8900e-003**	**4.8900e-003**		**4.8900e-003**	**4.8900e-003**	**0.0000**	**8.2981**	**8.2981**	**7.9000e-004**	**0.0000**	**8.3178**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.6600e-003	0.0554	1.3000e-004	0.0125	9.0000e-005	0.0126	3.3100e-003	8.0000e-005	3.3900e-003	0.0000	11.4231	11.4231	4.2000e-004	0.0000	11.4334
Total	**6.7200e-003**	**5.6600e-003**	**0.0554**	**1.3000e-004**	**0.0125**	**9.0000e-005**	**0.0126**	**3.3100e-003**	**8.0000e-005**	**3.3900e-003**	**0.0000**	**11.4231**	**11.4231**	**4.2000e-004**	**0.0000**	**11.4334**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7100e-003	0.0652	0.0603	1.0000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	8.2981	8.2981	7.9000e-004	0.0000	8.3178
Total	**0.3599**	**0.0652**	**0.0603**	**1.0000e-004**		**4.8900e-003**	**4.8900e-003**		**4.8900e-003**	**4.8900e-003**	**0.0000**	**8.2981**	**8.2981**	**7.9000e-004**	**0.0000**	**8.3178**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.6600e-003	0.0554	1.3000e-004	8.1500e-003	9.0000e-005	8.2400e-003	2.2500e-003	8.0000e-005	2.3300e-003	0.0000	11.4231	11.4231	4.2000e-004	0.0000	11.4334
Total	**6.7200e-003**	**5.6600e-003**	**0.0554**	**1.3000e-004**	**8.1500e-003**	**9.0000e-005**	**8.2400e-003**	**2.2500e-003**	**8.0000e-005**	**2.3300e-003**	**0.0000**	**11.4231**	**11.4231**	**4.2000e-004**	**0.0000**	**11.4334**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Unmitigated	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	180.6442	180.6442	7.4600e-003	1.5400e-003	181.2905
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	180.6442	180.6442	7.4600e-003	1.5400e-003	181.2905
NaturalGas Mitigated	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
NaturalGas Unmitigated	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	378778	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
Total		**2.0400e-003**	**0.0186**	**0.0156**	**1.1000e-004**		**1.4100e-003**	**1.4100e-003**		**1.4100e-003**	**1.4100e-003**	**0.0000**	**20.2131**	**20.2131**	**3.9000e-004**	**3.7000e-004**	**20.3332**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	378778	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
Total		**2.0400e-003**	**0.0186**	**0.0156**	**1.1000e-004**		**1.4100e-003**	**1.4100e-003**		**1.4100e-003**	**1.4100e-003**	**0.0000**	**20.2131**	**20.2131**	**3.9000e-004**	**3.7000e-004**	**20.3332**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	121660	38.7635	1.6000e-003	3.3000e-004	38.9022
Unrefrigerated Warehouse-No Rail	445296	141.8808	5.8600e-003	1.2100e-003	142.3883
Total		**180.6442**	**7.4600e-003**	**1.5400e-003**	**181.2905**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	121660	38.7635	1.6000e-003	3.3000e-004	38.9022
Unrefrigerated Warehouse-No Rail	445296	141.8808	5.8600e-003	1.2100e-003	142.3883
Total		**180.6442**	**7.4600e-003**	**1.5400e-003**	**181.2905**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Unmitigated	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111

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	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Total	**0.7722**	**5.0000e-005**	**5.3900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0104**	**0.0104**	**3.0000e-005**	**0.0000**	**0.0111**

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	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Total	**0.7722**	**5.0000e-005**	**5.3900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0104**	**0.0104**	**3.0000e-005**	**0.0000**	**0.0111**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	190.8245	1.3996	0.0344	236.0629
Unmitigated	190.8245	1.3996	0.0344	236.0629

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	42.7281 / 0	190.8245	1.3996	0.0344	236.0629
Total		**190.8245**	**1.3996**	**0.0344**	**236.0629**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	42.7281 / 0	190.8245	1.3996	0.0344	236.0629
Total		**190.8245**	**1.3996**	**0.0344**	**236.0629**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	35.2555	2.0835	0.0000	87.3439
Unmitigated	35.2555	2.0835	0.0000	87.3439

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	173.68	35.2555	2.0835	0.0000	87.3439
Total		**35.2555**	**2.0835**	**0.0000**	**87.3439**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	173.68	35.2555	2.0835	0.0000	87.3439
Total		**35.2555**	**2.0835**	**0.0000**	**87.3439**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Total	**0.0832**	**0.7427**	**0.6210**	**7.9000e-004**		**0.0575**	**0.0575**		**0.0529**	**0.0529**	**0.0000**	**71.3833**	**71.3833**	**0.0226**	**0.0000**	**71.9479**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Letter A - Responses to Comments from South Coast Air Quality Management District, November 9, 2017

Response A-1 This is a general set of introductory comments. No response is necessary.

Response A-2 Original emission calculation spreadsheets and modeling files for California Emissions Estimator Model (CalEEMod) and AERMOD model files were emailed to Jack Cheng of the South Coast Air Quality Management District (SCAQMD) on October 26, 2017 from Aron Liang, County of San Bernardino. The SCAQMD requested the files again on November 9, 2017 because the FTP link had expired. Aron Liang sent Jack Cheng a new FTP link on November 10, 2017. Furthermore, the Air Quality Impact Analysis for the Cedar Avenue Technology Park Project (Michael Baker International, August 2017) was provided as Appendix A of the Draft Initial Study/Mitigated Negative Declaration (MND). The CalEEMod output sheets were provided as Appendix A of the Air Quality Impact Analysis.

The files requested by the SCAQMD were provided in a timely manner by the County of San Bernardino and therefore, no additional time for review is necessary.

Response A-3 The CalEEMod modeling for the project was originally conducted in October 2016 with the correct operational truck fleet mix. Subsequent to the initial modeling and analysis, additional project construction information became available that necessitated revisions to the CalEEMod run to update earthwork volumes. These updates to the model's construction module caused CalEEMod to reset the operational fleet mix to default numbers. This error was not detected in the version of the Air Quality Impact Analysis for the Cedar Avenue Technology Park Project (Michael Baker International, August 2017) distributed for public review. However, the original model files are still available and were available in County files. These files, and accurately quantify the operational emissions associated with the correct fleet mix.

The operational emissions reflecting the correct fleet mix are provided below in Table 1 (also refer to Attachment 1 to this response to the AQMD comment for the full model outputs). The revised model outputs are included in the MND as Appendix A1. As depicted in Table 1, operational emissions associated with the truck fleet mix for the project would not exceed SCAQMD thresholds and no mitigation measures are required. The excerpts of the model outputs depicting the correct fleet mix and results are provided in Figure 1 and Figure 2 below. The operational emissions are not substantially different those disclosed in the MND and do not result in new significant impacts requiring new mitigation measures or recirculation of the MND.

Changes made to the Final MND are identified here in ~~strikeout~~ text to indicate deletions and in **bold underlined** text to signify additions.

Page 22 of the MND, Table III-4 "Long Term Operational Emissions" and Table 10, of the Air Quality Impact Analysis for the Cedar Avenue Technology Park Project (Michael Baker International, August 2017; MND Appendix A) is revised as follows:

TABLE 1
LONG-TERM OPERATIONAL EMISSIONS

Source	Pollutant (pounds/day)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)
Summer Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	~~1.94~~ **1.66**	~~12.30~~ **21.78**	~~6.09~~ **6.24**	~~1.69~~ **1.77**	~~25.99~~ **21.60**	~~0.09~~ **0.11**
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	~~6.82~~ **6.54**	~~18.11~~ **27.59**	~~6.55~~ **6.69**	~~2.10~~ **2.19**	~~30.90~~ **26.50**	~~0.09~~ **0.11**
Winter Emissions						
Area Source	4.23	0.00	0.00	0.00	0.04	0.00
Energy Use	0.01	0.10	0.00	0.00	0.09	0.00
Mobile Source	1.50	21.89	6.24	1.77	18.98	0.10
Offroad (Forklifts)	0.64	5.71	0.44	0.41	4.78	0.00
Total	~~6.60~~ **6.39**	~~18.26~~ **27.71**	~~6.55~~ **6.69**	~~2.10~~ **2.19**	~~27.41~~ **23.90**	~~0.09~~ **0.11**
Potentially Significant Impact Threshold (Daily Emissions)	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Daily Threshold?	No	No	No	No	No	No

Notes:
1. Emissions calculated using CalEEMod version 2016.3.1.

Refer to Appendix A for daily emission model outputs.

Figure 1. Excerpt from CalEEMod outputs with correct fleet mix.

CalEEMod Version: CalEEMod.2016.3.1 Page 27 of 32 Date: 10/20/2016 12:48 PM

Cedar Avenue Technology Park - San Bernardino-South Coast County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

Figure 2. CalEEMod Operational emissions results.

CalEEMod Version: CalEEMod.2016.3.1 Page 5 of 32 Date: 10/20/2016 12:48 PM

Cedar Avenue Technology Park - San Bernardino-South Coast County, Summer

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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

CalEEMod Version: CalEEMod.2016.3.1 Page 5 of 32 Date: 10/20/2016 12:49 PM

Cedar Avenue Technology Park - San Bernardino-South Coast County, Winter

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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

Response A-4 The Health Risk Assessment derived its diesel particulate matter emission rate by averaging the annual fleet mix emission rate averages of the years 2018 through 2048, which is 30 years and assumed to span the life of the project. This emission rate was used

to model pollutant concentrations in the project vicinity. The model concentrations at sensitive receptors were then used to quantify the health risk at sensitive receptors using the 2015 California OEHHA Health Risk Assessment Guidelines. The OEHHA 2015 Health Risk Assessment Guidance provides different exposure periods depending on the applicable residency period. OEHHA recommends using 30 years as the basis for estimating cancer risk at the maximally exposed individual receptor in all health risk assessments. Age sensitivity factors were employed in the Health Risk Assessment in order to accurately estimate potential health risk resultant of exposure to pollutant concentrations beginning in the third trimester.

Response A-5 The comment is correct that the "Non-Default Regulatory Option – Flat" was employed in AERMOD, the air pollutant dispersion model used for the Health Risk Assessment completed for the project. This option was selected based on the topography of the project site, which is flat and devoid of any hills or berms. Additionally, the surrounding area is flat and generally has the same elevation as the project site. Based on the flat terrain and the lack of hills or berms on the site and on the surrounding area, there is no available hill height scale input to accommodate an "Elevated – Non-Default Regulatory Option." Additionally, as part of project construction, the site is proposed to be graded and further leveled. AERMOD does not make any distinction between elevated terrain below the inputted pollutant release height, which as discussed further below, is 8.37 feet. Therefore the "Non-Default Regulatory Option – Flat" was appropriately employed.

Response A-6 The Area Source model option is appropriate for depicting a loading dock area where the pollutant source is idling heavy-duty trucks. As stated in Chapter 4 of the OEHHA 2015 Health Risk Assessment Guidance, Area Sources are generally sources of particulate matter and include "parking lots," which are synonymous with warehouse loading zones.

Response A-7 The on-site idling emissions assumed 15 minutes of idling as recommended in the comment.

Response A-8 According to the SCAQMD's *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)*, air dispersion modeling is required to estimate (a) annual average concentrations to calculate the Maximum Individual Cancer Risk (MICR), the maximum chronic HI, the zones of impact, and excess cancer burden and (b) peak hourly concentrations to calculate the health impact from substances with acute non-cancer health effects. To achieve these goals, the receptor grid should begin at the facility fence line and extend to cover the zone of impact. In addition, the receptor grid should be fine enough to identify the points of maximum impact. According to the SCAQMD, in order "to identify the maximum impacted receptors (i.e., peak cancer risk and peak hazard indices) a grid spacing of 100 meters or less must be used." The modeling and analysis was prepared in accordance with the SCAQMD Guidelines and used a more conservative 50-meter receptor grid. Additionally, the receptor grid was placed starting at the property boundary as recommended in the comment.

Response A-9 Although the AERMOD run and HRA is dated October 2016, the analysis and initial model runs were initiated prior to that time. Additionally, AERMOD version 16216 and the EPA final rule for the recommended model was released on December 20, 2016, after

completion of the HRA. Regardless, according to the EPA's Model Change Bulletin[1] that summarizes AERMOD version 16216 changes, the model updates consisted of minor bug fixes and enhancements that would not affect the outcome of the modeled pollutant concentrations or project calculated risk levels.

Response A-10 As discussed in Response to Comment A-3 above, project operations would not exceed SCAQMD thresholds and no mitigation measures would be required. As discussed in Response to Comment A-4, revisions to the HRA is not necessary. Therefore, no new on-road mobile-source truck related mitigation measures will be incorporated. Additionally, the majority of the suggested measures would not be necessary due to design features inherent to the project. For example, due to the site's proximity to the Interstate 10 freeway ramps, it would not be necessary to establish truck routes or direct trucks away from sensitive receptors. Additionally, the number of trucks that the site can feasibly and realistically accommodate were analyzed in both the traffic analysis and the air quality/health risk assessment.

The following conditions of approval will be implemented to reinforce existing regulation and reduce the generation of diesel particulate matter:

- Prior to the certificate of occupancy issuance, the project applicant shall demonstrate to the satisfaction of the San Bernardino County Land Use Services Director that the following measures would be implemented during project operations. These measures shall be enforced and maintained through Covenants, Codes, and Restrictions (CC&Rs), or other means acceptable to the San Bernardino County Land Use Services Director.
    - Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations.
    - All service equipment (e.g., forklifts) used within the site shall be electric or compressed natural gas-powered.

Attachment 1: Correct Fleet Mix CalEEMod output sheets

[1] https://www3.epa.gov/ttn/scram/models/aermod/aermod_mcb12_v16216.pdf

Cedar Avenue Technology Park

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

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	18.1771	59.6340	51.6733	0.1000	18.2675	3.2132	21.1475	9.9840	3.0071	12.6337	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	2.9681	2.6828	5.6509	0.7972	2.5125	3.3097	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**18.2675**	**3.2132**	**21.1475**	**9.9840**	**3.0071**	**12.6337**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

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	18.1771	59.6340	51.6733	0.1000	6.1202	3.2132	9.0002	3.3282	3.0071	5.9778	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	1.9637	2.6828	4.6466	0.5507	2.5125	3.0632	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**6.1202**	**3.2132**	**9.0002**	**3.3282**	**3.0071**	**5.9778**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.08**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.4420	0.0746	0.5166	0.1273	0.0714	0.1986		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**2.4092**	**0.0888**	**2.4980**	**0.6490**	**0.0845**	**0.7335**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.3161	0.0746	0.3907	0.0964	0.0714	0.1677		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**1.5992**	**0.0888**	**1.6880**	**0.4502**	**0.0845**	**0.5346**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.4420	0.0587	0.5007	0.1273	0.0562	0.1834		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**2.4092**	**0.0724**	**2.4816**	**0.6490**	**0.0688**	**0.7178**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.3161	0.0587	0.3748	0.0964	0.0562	0.1525		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**1.5992**	**0.0724**	**1.6716**	**0.4502**	**0.0688**	**0.5189**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Unmitigated	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

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	18.1858	59.6758	49.4322	0.0964	18.2675	3.2142	21.1475	9.9840	3.0080	12.6337	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	2.9681	2.6836	5.6517	0.7972	2.5132	3.3104	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**18.2675**	**3.2142**	**21.1475**	**9.9840**	**3.0080**	**12.6337**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

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	18.1858	59.6758	49.4322	0.0964	6.1202	3.2142	9.0002	3.3282	3.0080	5.9778	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	1.9637	2.6836	4.6473	0.5507	2.5132	3.0639	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**6.1202**	**3.2142**	**9.0002**	**3.3282**	**3.0080**	**5.9778**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.07**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.4420	0.0755	0.5175	0.1273	0.0723	0.1995		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**2.4092**	**0.0897**	**2.4990**	**0.6490**	**0.0854**	**0.7343**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.3161	0.0755	0.3916	0.0964	0.0723	0.1686		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**1.5992**	**0.0897**	**1.6890**	**0.4502**	**0.0854**	**0.5355**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.4420	0.0595	0.5014	0.1273	0.0569	0.1842		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**2.4092**	**0.0731**	**2.4824**	**0.6490**	**0.0695**	**0.7185**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.3161	0.0595	0.3755	0.0964	0.0569	0.1533		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**1.5992**	**0.0731**	**1.6724**	**0.4502**	**0.0695**	**0.5197**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Unmitigated	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.1760	5.4678	4.2963	8.3200e-003	0.3863	0.2916	0.6779	0.1454	0.2720	0.4174	0.0000	762.2613	762.2613	0.1363	0.0000	765.6675
2018	0.5543	1.7106	1.5337	3.1400e-003	0.0947	0.0872	0.1819	0.0255	0.0817	0.1071	0.0000	285.2073	285.2073	0.0477	0.0000	286.3999
Maximum	**1.1760**	**5.4678**	**4.2963**	**8.3200e-003**	**0.3863**	**0.2916**	**0.6779**	**0.1454**	**0.2720**	**0.4174**	**0.0000**	**762.2613**	**762.2613**	**0.1363**	**0.0000**	**765.6675**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.1760	5.4678	4.2963	8.3200e-003	0.2045	0.2916	0.4961	0.0706	0.2720	0.3426	0.0000	762.2608	762.2608	0.1363	0.0000	765.6669
2018	0.5543	1.7106	1.5337	3.1400e-003	0.0628	0.0872	0.1500	0.0176	0.0817	0.0993	0.0000	285.2071	285.2071	0.0477	0.0000	286.3997
Maximum	**1.1760**	**5.4678**	**4.2963**	**8.3200e-003**	**0.2045**	**0.2916**	**0.4961**	**0.0706**	**0.2720**	**0.3426**	**0.0000**	**762.2608**	**762.2608**	**0.1363**	**0.0000**	**765.6669**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**44.44**	**0.00**	**24.86**	**48.35**	**0.00**	**15.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-3-2017	7-2-2017	1.7849	1.7849
2	7-3-2017	10-2-2017	2.3557	2.3557
3	10-3-2017	1-2-2018	2.5524	2.5524
4	1-3-2018	4-2-2018	2.1627	2.1627
		Highest	2.5524	2.5524

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Energy	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	200.8573	200.8573	7.8500e-003	1.9100e-003	201.6237
Mobile	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Offroad	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Waste						0.0000	0.0000		0.0000	0.0000	35.2555	0.0000	35.2555	2.0835	0.0000	87.3439
Water						0.0000	0.0000		0.0000	0.0000	13.5556	177.2689	190.8245	1.3996	0.0344	236.0629
Total	**1.1247**	**4.8307**	**4.1818**	**0.0193**	**1.0903**	**0.0839**	**1.1741**	**0.2939**	**0.0780**	**0.3719**	**48.8111**	**2,161.4847**	**2,210.2959**	**3.5921**	**0.0363**	**2,310.9161**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Energy	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	200.8573	200.8573	7.8500e-003	1.9100e-003	201.6237
Mobile	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Offroad	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Waste						0.0000	0.0000		0.0000	0.0000	35.2555	0.0000	35.2555	2.0835	0.0000	87.3439
Water						0.0000	0.0000		0.0000	0.0000	13.5556	177.2689	190.8245	1.3996	0.0344	236.0629
Total	**1.1247**	**4.8307**	**4.1818**	**0.0193**	**1.0903**	**0.0839**	**1.1741**	**0.2939**	**0.0780**	**0.3719**	**48.8111**	**2,161.4847**	**2,210.2959**	**3.5921**	**0.0363**	**2,310.9161**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.2614	0.1173	1.9000e-004		0.0144	0.0144		0.0132	0.0132	0.0000	17.6672	17.6672	5.4100e-003	0.0000	17.8025
Total	**0.0248**	**0.2614**	**0.1173**	**1.9000e-004**	**0.0903**	**0.0144**	**0.1047**	**0.0497**	**0.0132**	**0.0629**	**0.0000**	**17.6672**	**17.6672**	**5.4100e-003**	**0.0000**	**17.8025**

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	5.2000e-004	5.0300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9298	0.9298	4.0000e-005	0.0000	0.9307
Total	**6.0000e-004**	**5.2000e-004**	**5.0300e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9298**	**0.9298**	**4.0000e-005**	**0.0000**	**0.9307**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0299	0.0000	0.0299	0.0165	0.0000	0.0165	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.2614	0.1173	1.9000e-004		0.0144	0.0144		0.0132	0.0132	0.0000	17.6672	17.6672	5.4100e-003	0.0000	17.8025
Total	**0.0248**	**0.2614**	**0.1173**	**1.9000e-004**	**0.0299**	**0.0144**	**0.0443**	**0.0165**	**0.0132**	**0.0297**	**0.0000**	**17.6672**	**17.6672**	**5.4100e-003**	**0.0000**	**17.8025**

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	5.2000e-004	5.0300e-003	1.0000e-005	6.4000e-004	1.0000e-005	6.5000e-004	1.8000e-004	1.0000e-005	1.8000e-004	0.0000	0.9298	0.9298	4.0000e-005	0.0000	0.9307
Total	**6.0000e-004**	**5.2000e-004**	**5.0300e-003**	**1.0000e-005**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**1.8000e-004**	**1.0000e-005**	**1.8000e-004**	**0.0000**	**0.9298**	**0.9298**	**4.0000e-005**	**0.0000**	**0.9307**

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	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0307	0.3389	0.1710	3.0000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	27.5595	27.5595	8.4400e-003	0.0000	27.7706
Total	**0.0307**	**0.3389**	**0.1710**	**3.0000e-004**	**0.0655**	**0.0178**	**0.0833**	**0.0337**	**0.0164**	**0.0500**	**0.0000**	**27.5595**	**27.5595**	**8.4400e-003**	**0.0000**	**27.7706**

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	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	9.9000e-004	8.6000e-004	8.3800e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5496	1.5496	6.0000e-005	0.0000	1.5512
Total	**9.9000e-004**	**8.6000e-004**	**8.3800e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.5496**	**1.5496**	**6.0000e-005**	**0.0000**	**1.5512**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0217	0.0000	0.0217	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0307	0.3389	0.1710	3.0000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	27.5594	27.5594	8.4400e-003	0.0000	27.7705
Total	**0.0307**	**0.3389**	**0.1710**	**3.0000e-004**	**0.0217**	**0.0178**	**0.0395**	**0.0112**	**0.0164**	**0.0275**	**0.0000**	**27.5594**	**27.5594**	**8.4400e-003**	**0.0000**	**27.7705**

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	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	9.9000e-004	8.6000e-004	8.3800e-003	2.0000e-005	1.0700e-003	1.0000e-005	1.0900e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.5496	1.5496	6.0000e-005	0.0000	1.5512
Total	**9.9000e-004**	**8.6000e-004**	**8.3800e-003**	**2.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0900e-003**	**3.0000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**1.5496**	**1.5496**	**6.0000e-005**	**0.0000**	**1.5512**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2570	2.1908	1.5001	2.2200e-003		0.1475	0.1475		0.1385	0.1385	0.0000	198.4066	198.4066	0.0489	0.0000	199.6286
Total	**0.2570**	**2.1908**	**1.5001**	**2.2200e-003**		**0.1475**	**0.1475**		**0.1385**	**0.1385**	**0.0000**	**198.4066**	**198.4066**	**0.0489**	**0.0000**	**199.6286**

3.4 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	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	0.0267	0.7567	0.1829	1.5500e-003	0.0359	6.1900e-003	0.0421	0.0104	5.9200e-003	0.0163	0.0000	148.0862	148.0862	0.0113	0.0000	148.3688
Worker	0.0963	0.0831	0.8111	1.6600e-003	0.1592	1.1700e-003	0.1604	0.0423	1.0800e-003	0.0434	0.0000	150.0014	150.0014	6.0600e-003	0.0000	150.1529
Total	**0.1230**	**0.8398**	**0.9941**	**3.2100e-003**	**0.1951**	**7.3600e-003**	**0.2025**	**0.0526**	**7.0000e-003**	**0.0596**	**0.0000**	**298.0876**	**298.0876**	**0.0174**	**0.0000**	**298.5218**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2570	2.1908	1.5001	2.2200e-003		0.1475	0.1475		0.1385	0.1385	0.0000	198.4064	198.4064	0.0489	0.0000	199.6284
Total	**0.2570**	**2.1908**	**1.5001**	**2.2200e-003**		**0.1475**	**0.1475**		**0.1385**	**0.1385**	**0.0000**	**198.4064**	**198.4064**	**0.0489**	**0.0000**	**199.6284**

3.4 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	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	0.0267	0.7567	0.1829	1.5500e-003	0.0257	6.1900e-003	0.0319	7.8700e-003	5.9200e-003	0.0138	0.0000	148.0862	148.0862	0.0113	0.0000	148.3688
Worker	0.0963	0.0831	0.8111	1.6600e-003	0.1040	1.1700e-003	0.1052	0.0287	1.0800e-003	0.0298	0.0000	150.0014	150.0014	6.0600e-003	0.0000	150.1529
Total	**0.1230**	**0.8398**	**0.9941**	**3.2100e-003**	**0.1297**	**7.3600e-003**	**0.1371**	**0.0366**	**7.0000e-003**	**0.0436**	**0.0000**	**298.0876**	**298.0876**	**0.0174**	**0.0000**	**298.5218**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0871	0.7602	0.5714	8.7000e-004		0.0488	0.0488		0.0458	0.0458	0.0000	77.2744	77.2744	0.0189	0.0000	77.7477
Total	**0.0871**	**0.7602**	**0.5714**	**8.7000e-004**		**0.0488**	**0.0488**		**0.0458**	**0.0458**	**0.0000**	**77.2744**	**77.2744**	**0.0189**	**0.0000**	**77.7477**

3.4 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	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	9.2000e-003	0.2792	0.0634	6.1000e-004	0.0141	1.9200e-003	0.0161	4.0800e-003	1.8400e-003	5.9200e-003	0.0000	58.2367	58.2367	4.2500e-003	0.0000	58.3429
Worker	0.0338	0.0285	0.2786	6.4000e-004	0.0627	4.4000e-004	0.0632	0.0167	4.1000e-004	0.0171	0.0000	57.4417	57.4417	2.0900e-003	0.0000	57.4939
Total	**0.0430**	**0.3077**	**0.3421**	**1.2500e-003**	**0.0769**	**2.3600e-003**	**0.0792**	**0.0207**	**2.2500e-003**	**0.0230**	**0.0000**	**115.6784**	**115.6784**	**6.3400e-003**	**0.0000**	**115.8367**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0871	0.7602	0.5714	8.7000e-004		0.0488	0.0488		0.0458	0.0458	0.0000	77.2743	77.2743	0.0189	0.0000	77.7476
Total	**0.0871**	**0.7602**	**0.5714**	**8.7000e-004**		**0.0488**	**0.0488**		**0.0458**	**0.0458**	**0.0000**	**77.2743**	**77.2743**	**0.0189**	**0.0000**	**77.7476**

3.4 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	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	9.2000e-003	0.2792	0.0634	6.1000e-004	0.0101	1.9200e-003	0.0121	3.1000e-003	1.8400e-003	4.9300e-003	0.0000	58.2367	58.2367	4.2500e-003	0.0000	58.3429
Worker	0.0338	0.0285	0.2786	6.4000e-004	0.0410	4.4000e-004	0.0414	0.0113	4.1000e-004	0.0117	0.0000	57.4417	57.4417	2.0900e-003	0.0000	57.4939
Total	**0.0430**	**0.3077**	**0.3421**	**1.2500e-003**	**0.0511**	**2.3600e-003**	**0.0535**	**0.0144**	**2.2500e-003**	**0.0167**	**0.0000**	**115.6784**	**115.6784**	**6.3400e-003**	**0.0000**	**115.8367**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1605	1.7092	1.2401	1.8800e-003		0.0956	0.0956		0.0880	0.0880	0.0000	174.4320	174.4320	0.0535	0.0000	175.7681
Paving	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1638**	**1.7092**	**1.2401**	**1.8800e-003**		**0.0956**	**0.0956**		**0.0880**	**0.0880**	**0.0000**	**174.4320**	**174.4320**	**0.0535**	**0.0000**	**175.7681**

3.5 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2100e-003	7.0800e-003	0.0691	1.4000e-004	0.0136	1.0000e-004	0.0137	3.6000e-003	9.0000e-005	3.7000e-003	0.0000	12.7842	12.7842	5.2000e-004	0.0000	12.7971
Total	**8.2100e-003**	**7.0800e-003**	**0.0691**	**1.4000e-004**	**0.0136**	**1.0000e-004**	**0.0137**	**3.6000e-003**	**9.0000e-005**	**3.7000e-003**	**0.0000**	**12.7842**	**12.7842**	**5.2000e-004**	**0.0000**	**12.7971**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1605	1.7092	1.2401	1.8800e-003		0.0956	0.0956		0.0880	0.0880	0.0000	174.4317	174.4317	0.0535	0.0000	175.7679
Paving	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1638**	**1.7092**	**1.2401**	**1.8800e-003**		**0.0956**	**0.0956**		**0.0880**	**0.0880**	**0.0000**	**174.4317**	**174.4317**	**0.0535**	**0.0000**	**175.7679**

3.5 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2100e-003	7.0800e-003	0.0691	1.4000e-004	8.8600e-003	1.0000e-004	8.9600e-003	2.4500e-003	9.0000e-005	2.5400e-003	0.0000	12.7842	12.7842	5.2000e-004	0.0000	12.7971
Total	**8.2100e-003**	**7.0800e-003**	**0.0691**	**1.4000e-004**	**8.8600e-003**	**1.0000e-004**	**8.9600e-003**	**2.4500e-003**	**9.0000e-005**	**2.5400e-003**	**0.0000**	**12.7842**	**12.7842**	**5.2000e-004**	**0.0000**	**12.7971**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0534	0.5694	0.4809	7.4000e-004		0.0311	0.0311		0.0286	0.0286	0.0000	67.6378	67.6378	0.0211	0.0000	68.1642
Paving	1.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0547**	**0.5694**	**0.4809**	**7.4000e-004**		**0.0311**	**0.0311**		**0.0286**	**0.0286**	**0.0000**	**67.6378**	**67.6378**	**0.0211**	**0.0000**	**68.1642**

3.5 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	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	2.8800e-003	2.4300e-003	0.0238	5.0000e-005	5.3500e-003	4.0000e-005	5.3800e-003	1.4200e-003	3.0000e-005	1.4500e-003	0.0000	4.8956	4.8956	1.8000e-004	0.0000	4.9001
Total	**2.8800e-003**	**2.4300e-003**	**0.0238**	**5.0000e-005**	**5.3500e-003**	**4.0000e-005**	**5.3800e-003**	**1.4200e-003**	**3.0000e-005**	**1.4500e-003**	**0.0000**	**4.8956**	**4.8956**	**1.8000e-004**	**0.0000**	**4.9001**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0534	0.5694	0.4809	7.4000e-004		0.0311	0.0311		0.0286	0.0286	0.0000	67.6377	67.6377	0.0211	0.0000	68.1641
Paving	1.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0547**	**0.5694**	**0.4809**	**7.4000e-004**		**0.0311**	**0.0311**		**0.0286**	**0.0286**	**0.0000**	**67.6377**	**67.6377**	**0.0211**	**0.0000**	**68.1641**

3.5 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	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	2.8800e-003	2.4300e-003	0.0238	5.0000e-005	3.4900e-003	4.0000e-005	3.5300e-003	9.6000e-004	3.0000e-005	1.0000e-003	0.0000	4.8956	4.8956	1.8000e-004	0.0000	4.9001
Total	**2.8800e-003**	**2.4300e-003**	**0.0238**	**5.0000e-005**	**3.4900e-003**	**4.0000e-005**	**3.5300e-003**	**9.6000e-004**	**3.0000e-005**	**1.0000e-003**	**0.0000**	**4.8956**	**4.8956**	**1.8000e-004**	**0.0000**	**4.9001**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0166	0.1093	0.0934	1.5000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	0.0000	12.7663	12.7663	1.3500e-003	0.0000	12.8000
Total	**0.5553**	**0.1093**	**0.0934**	**1.5000e-004**		**8.6700e-003**	**8.6700e-003**		**8.6700e-003**	**8.6700e-003**	**0.0000**	**12.7663**	**12.7663**	**1.3500e-003**	**0.0000**	**12.8000**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	0.0100	0.0978	2.0000e-004	0.0192	1.4000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	18.0787	18.0787	7.3000e-004	0.0000	18.0969
Total	**0.0116**	**0.0100**	**0.0978**	**2.0000e-004**	**0.0192**	**1.4000e-004**	**0.0193**	**5.1000e-003**	**1.3000e-004**	**5.2300e-003**	**0.0000**	**18.0787**	**18.0787**	**7.3000e-004**	**0.0000**	**18.0969**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0166	0.1093	0.0934	1.5000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	0.0000	12.7663	12.7663	1.3500e-003	0.0000	12.8000
Total	**0.5553**	**0.1093**	**0.0934**	**1.5000e-004**		**8.6700e-003**	**8.6700e-003**		**8.6700e-003**	**8.6700e-003**	**0.0000**	**12.7663**	**12.7663**	**1.3500e-003**	**0.0000**	**12.8000**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	0.0100	0.0978	2.0000e-004	0.0125	1.4000e-004	0.0127	3.4600e-003	1.3000e-004	3.5900e-003	0.0000	18.0787	18.0787	7.3000e-004	0.0000	18.0969
Total	**0.0116**	**0.0100**	**0.0978**	**2.0000e-004**	**0.0125**	**1.4000e-004**	**0.0127**	**3.4600e-003**	**1.3000e-004**	**3.5900e-003**	**0.0000**	**18.0787**	**18.0787**	**7.3000e-004**	**0.0000**	**18.0969**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7100e-003	0.0652	0.0603	1.0000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	8.2981	8.2981	7.9000e-004	0.0000	8.3178
Total	**0.3599**	**0.0652**	**0.0603**	**1.0000e-004**		**4.8900e-003**	**4.8900e-003**		**4.8900e-003**	**4.8900e-003**	**0.0000**	**8.2981**	**8.2981**	**7.9000e-004**	**0.0000**	**8.3178**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.6600e-003	0.0554	1.3000e-004	0.0125	9.0000e-005	0.0126	3.3100e-003	8.0000e-005	3.3900e-003	0.0000	11.4231	11.4231	4.2000e-004	0.0000	11.4334
Total	**6.7200e-003**	**5.6600e-003**	**0.0554**	**1.3000e-004**	**0.0125**	**9.0000e-005**	**0.0126**	**3.3100e-003**	**8.0000e-005**	**3.3900e-003**	**0.0000**	**11.4231**	**11.4231**	**4.2000e-004**	**0.0000**	**11.4334**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7100e-003	0.0652	0.0603	1.0000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	8.2981	8.2981	7.9000e-004	0.0000	8.3178
Total	**0.3599**	**0.0652**	**0.0603**	**1.0000e-004**		**4.8900e-003**	**4.8900e-003**		**4.8900e-003**	**4.8900e-003**	**0.0000**	**8.2981**	**8.2981**	**7.9000e-004**	**0.0000**	**8.3178**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.6600e-003	0.0554	1.3000e-004	8.1500e-003	9.0000e-005	8.2400e-003	2.2500e-003	8.0000e-005	2.3300e-003	0.0000	11.4231	11.4231	4.2000e-004	0.0000	11.4334
Total	**6.7200e-003**	**5.6600e-003**	**0.0554**	**1.3000e-004**	**8.1500e-003**	**9.0000e-005**	**8.2400e-003**	**2.2500e-003**	**8.0000e-005**	**2.3300e-003**	**0.0000**	**11.4231**	**11.4231**	**4.2000e-004**	**0.0000**	**11.4334**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Unmitigated	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	180.6442	180.6442	7.4600e-003	1.5400e-003	181.2905
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	180.6442	180.6442	7.4600e-003	1.5400e-003	181.2905
NaturalGas Mitigated	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
NaturalGas Unmitigated	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	378778	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
Total		**2.0400e-003**	**0.0186**	**0.0156**	**1.1000e-004**		**1.4100e-003**	**1.4100e-003**		**1.4100e-003**	**1.4100e-003**	**0.0000**	**20.2131**	**20.2131**	**3.9000e-004**	**3.7000e-004**	**20.3332**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	378778	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
Total		**2.0400e-003**	**0.0186**	**0.0156**	**1.1000e-004**		**1.4100e-003**	**1.4100e-003**		**1.4100e-003**	**1.4100e-003**	**0.0000**	**20.2131**	**20.2131**	**3.9000e-004**	**3.7000e-004**	**20.3332**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	121660	38.7635	1.6000e-003	3.3000e-004	38.9022
Unrefrigerated Warehouse-No Rail	445296	141.8808	5.8600e-003	1.2100e-003	142.3883
Total		**180.6442**	**7.4600e-003**	**1.5400e-003**	**181.2905**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	121660	38.7635	1.6000e-003	3.3000e-004	38.9022
Unrefrigerated Warehouse-No Rail	445296	141.8808	5.8600e-003	1.2100e-003	142.3883
Total		**180.6442**	**7.4600e-003**	**1.5400e-003**	**181.2905**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Unmitigated	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111

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	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Total	**0.7722**	**5.0000e-005**	**5.3900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0104**	**0.0104**	**3.0000e-005**	**0.0000**	**0.0111**

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	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Total	**0.7722**	**5.0000e-005**	**5.3900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0104**	**0.0104**	**3.0000e-005**	**0.0000**	**0.0111**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	190.8245	1.3996	0.0344	236.0629
Unmitigated	190.8245	1.3996	0.0344	236.0629

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	42.7281 / 0	190.8245	1.3996	0.0344	236.0629
Total		**190.8245**	**1.3996**	**0.0344**	**236.0629**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	42.7281 / 0	190.8245	1.3996	0.0344	236.0629
Total		**190.8245**	**1.3996**	**0.0344**	**236.0629**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	35.2555	2.0835	0.0000	87.3439
Unmitigated	35.2555	2.0835	0.0000	87.3439

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	173.68	35.2555	2.0835	0.0000	87.3439
Total		**35.2555**	**2.0835**	**0.0000**	**87.3439**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	173.68	35.2555	2.0835	0.0000	87.3439
Total		**35.2555**	**2.0835**	**0.0000**	**87.3439**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Total	**0.0832**	**0.7427**	**0.6210**	**7.9000e-004**		**0.0575**	**0.0575**		**0.0529**	**0.0529**	**0.0000**	**71.3833**	**71.3833**	**0.0226**	**0.0000**	**71.9479**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

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	18.1771	59.6340	51.6733	0.1000	18.2675	3.2132	21.1475	9.9840	3.0071	12.6337	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	2.9681	2.6828	5.6509	0.7972	2.5125	3.3097	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**18.2675**	**3.2132**	**21.1475**	**9.9840**	**3.0071**	**12.6337**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

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	18.1771	59.6340	51.6733	0.1000	6.1202	3.2132	9.0002	3.3282	3.0071	5.9778	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	1.9637	2.6828	4.6466	0.5507	2.5125	3.0632	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**6.1202**	**3.2132**	**9.0002**	**3.3282**	**3.0071**	**5.9778**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.08**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.5423**	**27.5948**	**26.5022**	**0.1126**	**6.1027**	**0.5869**	**6.6896**	**1.6423**	**0.5446**	**2.1870**		**11,604.8535**	**11,604.8535**	**0.6681**	**2.2400e-003**	**11,622.2232**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.4420	0.0746	0.5166	0.1273	0.0714	0.1986		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**2.4092**	**0.0888**	**2.4980**	**0.6490**	**0.0845**	**0.7335**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.3161	0.0746	0.3907	0.0964	0.0714	0.1677		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**1.5992**	**0.0888**	**1.6880**	**0.4502**	**0.0845**	**0.5346**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.4420	0.0587	0.5007	0.1273	0.0562	0.1834		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**2.4092**	**0.0724**	**2.4816**	**0.6490**	**0.0688**	**0.7178**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.3161	0.0587	0.3748	0.0964	0.0562	0.1525		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**1.5992**	**0.0724**	**1.6716**	**0.4502**	**0.0688**	**0.5189**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426
Unmitigated	1.6591	21.7794	21.5969	0.1059	6.1027	0.1364	6.2391	1.6423	0.1296	1.7719		10,877.3922	10,877.3922	0.4740		10,889.2426

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

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	18.1858	59.6758	49.4322	0.0964	18.2675	3.2142	21.1475	9.9840	3.0080	12.6337	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	2.9681	2.6836	5.6517	0.7972	2.5132	3.3104	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**18.2675**	**3.2142**	**21.1475**	**9.9840**	**3.0080**	**12.6337**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

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	18.1858	59.6758	49.4322	0.0964	6.1202	3.2142	9.0002	3.3282	3.0080	5.9778	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	1.9637	2.6836	4.6473	0.5507	2.5132	3.0639	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**6.1202**	**3.2142**	**9.0002**	**3.3282**	**3.0080**	**5.9778**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.07**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**6.3851**	**27.7075**	**23.8952**	**0.1057**	**6.1027**	**0.5883**	**6.6909**	**1.6423**	**0.5459**	**2.1883**		**10,906.2160**	**10,906.2160**	**0.6843**	**2.2400e-003**	**10,923.9896**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.4420	0.0755	0.5175	0.1273	0.0723	0.1995		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**2.4092**	**0.0897**	**2.4990**	**0.6490**	**0.0854**	**0.7343**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.3161	0.0755	0.3916	0.0964	0.0723	0.1686		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**1.5992**	**0.0897**	**1.6890**	**0.4502**	**0.0854**	**0.5355**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.4420	0.0595	0.5014	0.1273	0.0569	0.1842		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**2.4092**	**0.0731**	**2.4824**	**0.6490**	**0.0695**	**0.7185**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.3161	0.0595	0.3755	0.0964	0.0569	0.1533		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**1.5992**	**0.0731**	**1.6724**	**0.4502**	**0.0695**	**0.5197**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090
Unmitigated	1.5019	21.8921	18.9898	0.0990	6.1027	0.1378	6.2405	1.6423	0.1309	1.7732		10,178.7547	10,178.7547	0.4902		10,191.0090

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	PhaseEndDate	5/13/2019	3/30/2018
tblConstructionPhase	PhaseEndDate	2/15/2019	3/30/2018
tblConstructionPhase	PhaseStartDate	2/16/2019	8/13/2017
tblConstructionPhase	PhaseStartDate	3/31/2018	5/13/2017
tblFleetMix	FleetMixLandUseSubType	Unrefrigerated Warehouse-No Rail	Other Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Asphalt Surfaces	Other Non-Asphalt Surfaces
tblFleetMix	FleetMixLandUseSubType	Other Non-Asphalt Surfaces	Parking Lot

tblFleetMix	FleetMixLandUseSubType	Parking Lot	Unrefrigerated Warehouse-No Rail
tblFleetMix	HHD	0.06	0.12
tblFleetMix	LDA	0.54	0.52
tblFleetMix	LDT1	0.04	0.02
tblFleetMix	LDT2	0.18	0.16
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.03
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.10
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	1.68	3.56

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.1760	5.4678	4.2963	8.3200e-003	0.3863	0.2916	0.6779	0.1454	0.2720	0.4174	0.0000	762.2613	762.2613	0.1363	0.0000	765.6675
2018	0.5543	1.7106	1.5337	3.1400e-003	0.0947	0.0872	0.1819	0.0255	0.0817	0.1071	0.0000	285.2073	285.2073	0.0477	0.0000	286.3999
Maximum	**1.1760**	**5.4678**	**4.2963**	**8.3200e-003**	**0.3863**	**0.2916**	**0.6779**	**0.1454**	**0.2720**	**0.4174**	**0.0000**	**762.2613**	**762.2613**	**0.1363**	**0.0000**	**765.6675**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.1760	5.4678	4.2963	8.3200e-003	0.2045	0.2916	0.4961	0.0706	0.2720	0.3426	0.0000	762.2608	762.2608	0.1363	0.0000	765.6669
2018	0.5543	1.7106	1.5337	3.1400e-003	0.0628	0.0872	0.1500	0.0176	0.0817	0.0993	0.0000	285.2071	285.2071	0.0477	0.0000	286.3997
Maximum	**1.1760**	**5.4678**	**4.2963**	**8.3200e-003**	**0.2045**	**0.2916**	**0.4961**	**0.0706**	**0.2720**	**0.3426**	**0.0000**	**762.2608**	**762.2608**	**0.1363**	**0.0000**	**765.6669**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**44.44**	**0.00**	**24.86**	**48.35**	**0.00**	**15.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-3-2017	7-2-2017	1.7849	1.7849
2	7-3-2017	10-2-2017	2.3557	2.3557
3	10-3-2017	1-2-2018	2.5524	2.5524
4	1-3-2018	4-2-2018	2.1627	2.1627
		Highest	2.5524	2.5524

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Energy	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	200.8573	200.8573	7.8500e-003	1.9100e-003	201.6237
Mobile	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Offroad	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Waste						0.0000	0.0000		0.0000	0.0000	35.2555	0.0000	35.2555	2.0835	0.0000	87.3439
Water						0.0000	0.0000		0.0000	0.0000	13.5556	177.2689	190.8245	1.3996	0.0344	236.0629
Total	**1.1247**	**4.8307**	**4.1818**	**0.0193**	**1.0903**	**0.0839**	**1.1741**	**0.2939**	**0.0780**	**0.3719**	**48.8111**	**2,161.4847**	**2,210.2959**	**3.5921**	**0.0363**	**2,310.9161**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Energy	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	200.8573	200.8573	7.8500e-003	1.9100e-003	201.6237
Mobile	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Offroad	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Waste						0.0000	0.0000		0.0000	0.0000	35.2555	0.0000	35.2555	2.0835	0.0000	87.3439
Water						0.0000	0.0000		0.0000	0.0000	13.5556	177.2689	190.8245	1.3996	0.0344	236.0629
Total	**1.1247**	**4.8307**	**4.1818**	**0.0193**	**1.0903**	**0.0839**	**1.1741**	**0.2939**	**0.0780**	**0.3719**	**48.8111**	**2,161.4847**	**2,210.2959**	**3.5921**	**0.0363**	**2,310.9161**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.2614	0.1173	1.9000e-004		0.0144	0.0144		0.0132	0.0132	0.0000	17.6672	17.6672	5.4100e-003	0.0000	17.8025
Total	**0.0248**	**0.2614**	**0.1173**	**1.9000e-004**	**0.0903**	**0.0144**	**0.1047**	**0.0497**	**0.0132**	**0.0629**	**0.0000**	**17.6672**	**17.6672**	**5.4100e-003**	**0.0000**	**17.8025**

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	5.2000e-004	5.0300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9298	0.9298	4.0000e-005	0.0000	0.9307
Total	**6.0000e-004**	**5.2000e-004**	**5.0300e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9298**	**0.9298**	**4.0000e-005**	**0.0000**	**0.9307**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0299	0.0000	0.0299	0.0165	0.0000	0.0165	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.2614	0.1173	1.9000e-004		0.0144	0.0144		0.0132	0.0132	0.0000	17.6672	17.6672	5.4100e-003	0.0000	17.8025
Total	**0.0248**	**0.2614**	**0.1173**	**1.9000e-004**	**0.0299**	**0.0144**	**0.0443**	**0.0165**	**0.0132**	**0.0297**	**0.0000**	**17.6672**	**17.6672**	**5.4100e-003**	**0.0000**	**17.8025**

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	5.2000e-004	5.0300e-003	1.0000e-005	6.4000e-004	1.0000e-005	6.5000e-004	1.8000e-004	1.0000e-005	1.8000e-004	0.0000	0.9298	0.9298	4.0000e-005	0.0000	0.9307
Total	**6.0000e-004**	**5.2000e-004**	**5.0300e-003**	**1.0000e-005**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**1.8000e-004**	**1.0000e-005**	**1.8000e-004**	**0.0000**	**0.9298**	**0.9298**	**4.0000e-005**	**0.0000**	**0.9307**

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	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0307	0.3389	0.1710	3.0000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	27.5595	27.5595	8.4400e-003	0.0000	27.7706
Total	**0.0307**	**0.3389**	**0.1710**	**3.0000e-004**	**0.0655**	**0.0178**	**0.0833**	**0.0337**	**0.0164**	**0.0500**	**0.0000**	**27.5595**	**27.5595**	**8.4400e-003**	**0.0000**	**27.7706**

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	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	9.9000e-004	8.6000e-004	8.3800e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5496	1.5496	6.0000e-005	0.0000	1.5512
Total	**9.9000e-004**	**8.6000e-004**	**8.3800e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.5496**	**1.5496**	**6.0000e-005**	**0.0000**	**1.5512**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0217	0.0000	0.0217	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0307	0.3389	0.1710	3.0000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	27.5594	27.5594	8.4400e-003	0.0000	27.7705
Total	**0.0307**	**0.3389**	**0.1710**	**3.0000e-004**	**0.0217**	**0.0178**	**0.0395**	**0.0112**	**0.0164**	**0.0275**	**0.0000**	**27.5594**	**27.5594**	**8.4400e-003**	**0.0000**	**27.7705**

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	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	9.9000e-004	8.6000e-004	8.3800e-003	2.0000e-005	1.0700e-003	1.0000e-005	1.0900e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.5496	1.5496	6.0000e-005	0.0000	1.5512
Total	**9.9000e-004**	**8.6000e-004**	**8.3800e-003**	**2.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0900e-003**	**3.0000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**1.5496**	**1.5496**	**6.0000e-005**	**0.0000**	**1.5512**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2570	2.1908	1.5001	2.2200e-003		0.1475	0.1475		0.1385	0.1385	0.0000	198.4066	198.4066	0.0489	0.0000	199.6286
Total	**0.2570**	**2.1908**	**1.5001**	**2.2200e-003**		**0.1475**	**0.1475**		**0.1385**	**0.1385**	**0.0000**	**198.4066**	**198.4066**	**0.0489**	**0.0000**	**199.6286**

3.4 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	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	0.0267	0.7567	0.1829	1.5500e-003	0.0359	6.1900e-003	0.0421	0.0104	5.9200e-003	0.0163	0.0000	148.0862	148.0862	0.0113	0.0000	148.3688
Worker	0.0963	0.0831	0.8111	1.6600e-003	0.1592	1.1700e-003	0.1604	0.0423	1.0800e-003	0.0434	0.0000	150.0014	150.0014	6.0600e-003	0.0000	150.1529
Total	**0.1230**	**0.8398**	**0.9941**	**3.2100e-003**	**0.1951**	**7.3600e-003**	**0.2025**	**0.0526**	**7.0000e-003**	**0.0596**	**0.0000**	**298.0876**	**298.0876**	**0.0174**	**0.0000**	**298.5218**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2570	2.1908	1.5001	2.2200e-003		0.1475	0.1475		0.1385	0.1385	0.0000	198.4064	198.4064	0.0489	0.0000	199.6284
Total	**0.2570**	**2.1908**	**1.5001**	**2.2200e-003**		**0.1475**	**0.1475**		**0.1385**	**0.1385**	**0.0000**	**198.4064**	**198.4064**	**0.0489**	**0.0000**	**199.6284**

3.4 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	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	0.0267	0.7567	0.1829	1.5500e-003	0.0257	6.1900e-003	0.0319	7.8700e-003	5.9200e-003	0.0138	0.0000	148.0862	148.0862	0.0113	0.0000	148.3688
Worker	0.0963	0.0831	0.8111	1.6600e-003	0.1040	1.1700e-003	0.1052	0.0287	1.0800e-003	0.0298	0.0000	150.0014	150.0014	6.0600e-003	0.0000	150.1529
Total	**0.1230**	**0.8398**	**0.9941**	**3.2100e-003**	**0.1297**	**7.3600e-003**	**0.1371**	**0.0366**	**7.0000e-003**	**0.0436**	**0.0000**	**298.0876**	**298.0876**	**0.0174**	**0.0000**	**298.5218**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0871	0.7602	0.5714	8.7000e-004		0.0488	0.0488		0.0458	0.0458	0.0000	77.2744	77.2744	0.0189	0.0000	77.7477
Total	**0.0871**	**0.7602**	**0.5714**	**8.7000e-004**		**0.0488**	**0.0488**		**0.0458**	**0.0458**	**0.0000**	**77.2744**	**77.2744**	**0.0189**	**0.0000**	**77.7477**

3.4 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	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	9.2000e-003	0.2792	0.0634	6.1000e-004	0.0141	1.9200e-003	0.0161	4.0800e-003	1.8400e-003	5.9200e-003	0.0000	58.2367	58.2367	4.2500e-003	0.0000	58.3429
Worker	0.0338	0.0285	0.2786	6.4000e-004	0.0627	4.4000e-004	0.0632	0.0167	4.1000e-004	0.0171	0.0000	57.4417	57.4417	2.0900e-003	0.0000	57.4939
Total	**0.0430**	**0.3077**	**0.3421**	**1.2500e-003**	**0.0769**	**2.3600e-003**	**0.0792**	**0.0207**	**2.2500e-003**	**0.0230**	**0.0000**	**115.6784**	**115.6784**	**6.3400e-003**	**0.0000**	**115.8367**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0871	0.7602	0.5714	8.7000e-004		0.0488	0.0488		0.0458	0.0458	0.0000	77.2743	77.2743	0.0189	0.0000	77.7476
Total	**0.0871**	**0.7602**	**0.5714**	**8.7000e-004**		**0.0488**	**0.0488**		**0.0458**	**0.0458**	**0.0000**	**77.2743**	**77.2743**	**0.0189**	**0.0000**	**77.7476**

3.4 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	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	9.2000e-003	0.2792	0.0634	6.1000e-004	0.0101	1.9200e-003	0.0121	3.1000e-003	1.8400e-003	4.9300e-003	0.0000	58.2367	58.2367	4.2500e-003	0.0000	58.3429
Worker	0.0338	0.0285	0.2786	6.4000e-004	0.0410	4.4000e-004	0.0414	0.0113	4.1000e-004	0.0117	0.0000	57.4417	57.4417	2.0900e-003	0.0000	57.4939
Total	**0.0430**	**0.3077**	**0.3421**	**1.2500e-003**	**0.0511**	**2.3600e-003**	**0.0535**	**0.0144**	**2.2500e-003**	**0.0167**	**0.0000**	**115.6784**	**115.6784**	**6.3400e-003**	**0.0000**	**115.8367**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1605	1.7092	1.2401	1.8800e-003		0.0956	0.0956		0.0880	0.0880	0.0000	174.4320	174.4320	0.0535	0.0000	175.7681
Paving	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1638**	**1.7092**	**1.2401**	**1.8800e-003**		**0.0956**	**0.0956**		**0.0880**	**0.0880**	**0.0000**	**174.4320**	**174.4320**	**0.0535**	**0.0000**	**175.7681**

3.5 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2100e-003	7.0800e-003	0.0691	1.4000e-004	0.0136	1.0000e-004	0.0137	3.6000e-003	9.0000e-005	3.7000e-003	0.0000	12.7842	12.7842	5.2000e-004	0.0000	12.7971
Total	**8.2100e-003**	**7.0800e-003**	**0.0691**	**1.4000e-004**	**0.0136**	**1.0000e-004**	**0.0137**	**3.6000e-003**	**9.0000e-005**	**3.7000e-003**	**0.0000**	**12.7842**	**12.7842**	**5.2000e-004**	**0.0000**	**12.7971**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1605	1.7092	1.2401	1.8800e-003		0.0956	0.0956		0.0880	0.0880	0.0000	174.4317	174.4317	0.0535	0.0000	175.7679
Paving	3.3600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1638**	**1.7092**	**1.2401**	**1.8800e-003**		**0.0956**	**0.0956**		**0.0880**	**0.0880**	**0.0000**	**174.4317**	**174.4317**	**0.0535**	**0.0000**	**175.7679**

3.5 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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2100e-003	7.0800e-003	0.0691	1.4000e-004	8.8600e-003	1.0000e-004	8.9600e-003	2.4500e-003	9.0000e-005	2.5400e-003	0.0000	12.7842	12.7842	5.2000e-004	0.0000	12.7971
Total	**8.2100e-003**	**7.0800e-003**	**0.0691**	**1.4000e-004**	**8.8600e-003**	**1.0000e-004**	**8.9600e-003**	**2.4500e-003**	**9.0000e-005**	**2.5400e-003**	**0.0000**	**12.7842**	**12.7842**	**5.2000e-004**	**0.0000**	**12.7971**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0534	0.5694	0.4809	7.4000e-004		0.0311	0.0311		0.0286	0.0286	0.0000	67.6378	67.6378	0.0211	0.0000	68.1642
Paving	1.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0547**	**0.5694**	**0.4809**	**7.4000e-004**		**0.0311**	**0.0311**		**0.0286**	**0.0286**	**0.0000**	**67.6378**	**67.6378**	**0.0211**	**0.0000**	**68.1642**

3.5 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	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	2.8800e-003	2.4300e-003	0.0238	5.0000e-005	5.3500e-003	4.0000e-005	5.3800e-003	1.4200e-003	3.0000e-005	1.4500e-003	0.0000	4.8956	4.8956	1.8000e-004	0.0000	4.9001
Total	**2.8800e-003**	**2.4300e-003**	**0.0238**	**5.0000e-005**	**5.3500e-003**	**4.0000e-005**	**5.3800e-003**	**1.4200e-003**	**3.0000e-005**	**1.4500e-003**	**0.0000**	**4.8956**	**4.8956**	**1.8000e-004**	**0.0000**	**4.9001**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0534	0.5694	0.4809	7.4000e-004		0.0311	0.0311		0.0286	0.0286	0.0000	67.6377	67.6377	0.0211	0.0000	68.1641
Paving	1.3200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0547**	**0.5694**	**0.4809**	**7.4000e-004**		**0.0311**	**0.0311**		**0.0286**	**0.0286**	**0.0000**	**67.6377**	**67.6377**	**0.0211**	**0.0000**	**68.1641**

3.5 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	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	2.8800e-003	2.4300e-003	0.0238	5.0000e-005	3.4900e-003	4.0000e-005	3.5300e-003	9.6000e-004	3.0000e-005	1.0000e-003	0.0000	4.8956	4.8956	1.8000e-004	0.0000	4.9001
Total	**2.8800e-003**	**2.4300e-003**	**0.0238**	**5.0000e-005**	**3.4900e-003**	**4.0000e-005**	**3.5300e-003**	**9.6000e-004**	**3.0000e-005**	**1.0000e-003**	**0.0000**	**4.8956**	**4.8956**	**1.8000e-004**	**0.0000**	**4.9001**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0166	0.1093	0.0934	1.5000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	0.0000	12.7663	12.7663	1.3500e-003	0.0000	12.8000
Total	**0.5553**	**0.1093**	**0.0934**	**1.5000e-004**		**8.6700e-003**	**8.6700e-003**		**8.6700e-003**	**8.6700e-003**	**0.0000**	**12.7663**	**12.7663**	**1.3500e-003**	**0.0000**	**12.8000**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	0.0100	0.0978	2.0000e-004	0.0192	1.4000e-004	0.0193	5.1000e-003	1.3000e-004	5.2300e-003	0.0000	18.0787	18.0787	7.3000e-004	0.0000	18.0969
Total	**0.0116**	**0.0100**	**0.0978**	**2.0000e-004**	**0.0192**	**1.4000e-004**	**0.0193**	**5.1000e-003**	**1.3000e-004**	**5.2300e-003**	**0.0000**	**18.0787**	**18.0787**	**7.3000e-004**	**0.0000**	**18.0969**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0166	0.1093	0.0934	1.5000e-004		8.6700e-003	8.6700e-003		8.6700e-003	8.6700e-003	0.0000	12.7663	12.7663	1.3500e-003	0.0000	12.8000
Total	**0.5553**	**0.1093**	**0.0934**	**1.5000e-004**		**8.6700e-003**	**8.6700e-003**		**8.6700e-003**	**8.6700e-003**	**0.0000**	**12.7663**	**12.7663**	**1.3500e-003**	**0.0000**	**12.8000**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0116	0.0100	0.0978	2.0000e-004	0.0125	1.4000e-004	0.0127	3.4600e-003	1.3000e-004	3.5900e-003	0.0000	18.0787	18.0787	7.3000e-004	0.0000	18.0969
Total	**0.0116**	**0.0100**	**0.0978**	**2.0000e-004**	**0.0125**	**1.4000e-004**	**0.0127**	**3.4600e-003**	**1.3000e-004**	**3.5900e-003**	**0.0000**	**18.0787**	**18.0787**	**7.3000e-004**	**0.0000**	**18.0969**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7100e-003	0.0652	0.0603	1.0000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	8.2981	8.2981	7.9000e-004	0.0000	8.3178
Total	**0.3599**	**0.0652**	**0.0603**	**1.0000e-004**		**4.8900e-003**	**4.8900e-003**		**4.8900e-003**	**4.8900e-003**	**0.0000**	**8.2981**	**8.2981**	**7.9000e-004**	**0.0000**	**8.3178**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.6600e-003	0.0554	1.3000e-004	0.0125	9.0000e-005	0.0126	3.3100e-003	8.0000e-005	3.3900e-003	0.0000	11.4231	11.4231	4.2000e-004	0.0000	11.4334
Total	**6.7200e-003**	**5.6600e-003**	**0.0554**	**1.3000e-004**	**0.0125**	**9.0000e-005**	**0.0126**	**3.3100e-003**	**8.0000e-005**	**3.3900e-003**	**0.0000**	**11.4231**	**11.4231**	**4.2000e-004**	**0.0000**	**11.4334**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7100e-003	0.0652	0.0603	1.0000e-004		4.8900e-003	4.8900e-003		4.8900e-003	4.8900e-003	0.0000	8.2981	8.2981	7.9000e-004	0.0000	8.3178
Total	**0.3599**	**0.0652**	**0.0603**	**1.0000e-004**		**4.8900e-003**	**4.8900e-003**		**4.8900e-003**	**4.8900e-003**	**0.0000**	**8.2981**	**8.2981**	**7.9000e-004**	**0.0000**	**8.3178**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7200e-003	5.6600e-003	0.0554	1.3000e-004	8.1500e-003	9.0000e-005	8.2400e-003	2.2500e-003	8.0000e-005	2.3300e-003	0.0000	11.4231	11.4231	4.2000e-004	0.0000	11.4334
Total	**6.7200e-003**	**5.6600e-003**	**0.0554**	**1.3000e-004**	**8.1500e-003**	**9.0000e-005**	**8.2400e-003**	**2.2500e-003**	**8.0000e-005**	**2.3300e-003**	**0.0000**	**11.4231**	**11.4231**	**4.2000e-004**	**0.0000**	**11.4334**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267
Unmitigated	0.2673	4.0693	3.5399	0.0184	1.0903	0.0249	1.1152	0.2939	0.0237	0.3175	0.0000	1,711.9649	1,711.9649	0.0785	0.0000	1,713.9267

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	657.78	657.78	657.78	2,819,064	2,819,064
Total	657.78	657.78	657.78	2,819,064	2,819,064

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.519100	0.016300	0.156000	0.104200	0.000000	0.034600	0.046400	0.123300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	180.6442	180.6442	7.4600e-003	1.5400e-003	181.2905
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	180.6442	180.6442	7.4600e-003	1.5400e-003	181.2905
NaturalGas Mitigated	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
NaturalGas Unmitigated	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	378778	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
Total		**2.0400e-003**	**0.0186**	**0.0156**	**1.1000e-004**		**1.4100e-003**	**1.4100e-003**		**1.4100e-003**	**1.4100e-003**	**0.0000**	**20.2131**	**20.2131**	**3.9000e-004**	**3.7000e-004**	**20.3332**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	378778	2.0400e-003	0.0186	0.0156	1.1000e-004		1.4100e-003	1.4100e-003		1.4100e-003	1.4100e-003	0.0000	20.2131	20.2131	3.9000e-004	3.7000e-004	20.3332
Total		**2.0400e-003**	**0.0186**	**0.0156**	**1.1000e-004**		**1.4100e-003**	**1.4100e-003**		**1.4100e-003**	**1.4100e-003**	**0.0000**	**20.2131**	**20.2131**	**3.9000e-004**	**3.7000e-004**	**20.3332**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	121660	38.7635	1.6000e-003	3.3000e-004	38.9022
Unrefrigerated Warehouse-No Rail	445296	141.8808	5.8600e-003	1.2100e-003	142.3883
Total		**180.6442**	**7.4600e-003**	**1.5400e-003**	**181.2905**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	121660	38.7635	1.6000e-003	3.3000e-004	38.9022
Unrefrigerated Warehouse-No Rail	445296	141.8808	5.8600e-003	1.2100e-003	142.3883
Total		**180.6442**	**7.4600e-003**	**1.5400e-003**	**181.2905**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Unmitigated	0.7722	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111

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	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Total	**0.7722**	**5.0000e-005**	**5.3900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0104**	**0.0104**	**3.0000e-005**	**0.0000**	**0.0111**

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	0.0889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0104	0.0104	3.0000e-005	0.0000	0.0111
Total	**0.7722**	**5.0000e-005**	**5.3900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0104**	**0.0104**	**3.0000e-005**	**0.0000**	**0.0111**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	190.8245	1.3996	0.0344	236.0629
Unmitigated	190.8245	1.3996	0.0344	236.0629

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	42.7281 / 0	190.8245	1.3996	0.0344	236.0629
Total		**190.8245**	**1.3996**	**0.0344**	**236.0629**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	42.7281 / 0	190.8245	1.3996	0.0344	236.0629
Total		**190.8245**	**1.3996**	**0.0344**	**236.0629**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	35.2555	2.0835	0.0000	87.3439
Unmitigated	35.2555	2.0835	0.0000	87.3439

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	173.68	35.2555	2.0835	0.0000	87.3439
Total		**35.2555**	**2.0835**	**0.0000**	**87.3439**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	173.68	35.2555	2.0835	0.0000	87.3439
Total		**35.2555**	**2.0835**	**0.0000**	**87.3439**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0832	0.7427	0.6210	7.9000e-004		0.0575	0.0575		0.0529	0.0529	0.0000	71.3833	71.3833	0.0226	0.0000	71.9479
Total	**0.0832**	**0.7427**	**0.6210**	**7.9000e-004**		**0.0575**	**0.0575**		**0.0529**	**0.0529**	**0.0000**	**71.3833**	**71.3833**	**0.0226**	**0.0000**	**71.9479**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876

www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.
Director

Transmitted via Email

November 11, 2017

County of San Bernardino
Attn: Aron Liang, Senior Planner
Land Use Services Department
385 N. Arrowhead Avenue, First Floor
San Bernardino, CA. 92415-0187

File: 10(ENV)-4.01

RE: CEQA – NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE CEDAR AVENUE TECHNOLOGY CENTER PROJECT FOR THE LAND USE SERVICES DEPARTMENT

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on October 23, 2017** and pursuant to our review, the following comments are provided:

GENERAL COMMENTS

1. We are aware there may be storm drains in and around the project site that may be affected by the proposed project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the San Bernardino County Flood Control District's (District) Comprehensive Storm Drain Plan (CSDP) No. 3-4, dated September 1997. All drainage improvements should be reviewed and approved by the County Transportation Department. If you have any questions, please contact David Lovell in the Flood Control Planning Division at 909-387-8120. B-1

Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):

1. Any work affecting Orange Street or Cedar Avenue right-of-way would require a road permit. If these permits are required, their necessity and any impacts associated with the construction should be addressed in the IS/MND. B-2

Environmental Management Division (Patrick Egle, Planner III, 909-387-1865):

1. Page 1 of the Results of a Habitat Suitability Evaluation discusses sensitive biological issues including: 1) a federally or state-listed endangered or threatened species of plant or animal; 2) streambeds, wetlands, and their associated vegetation; 3) habitats suitable to support a federally or state-listed endangered or threatened species of plant or wildlife; 4) species B-3

designated as candidates for federal listing; 5) habitat, other than wetlands, considered sensitive by regulatory agencies or resource conservation organizations; and 6) other species or issues of special concern to agencies, resource conservation organizations, or other interest groups.

The document continues on Page 13 to conclude that within the Jurisdictional Resources Section, there were no jurisdictional wetlands recorded on site. However, based on Plate 3 within the same document, there are two locations within the project area that are called out as "Riparian/Ornamental Patch". The "Riparian/Ornamental Patch" vegetation community is described in more detail on Page 6. "The two small riparian patches supported cattails (*Typha* sp.), tall flatsedge (*Cyperus eragrostis*), black willow (*Salix gooddingii*), mule fat (*Baccharis salicifolia*), cottonwood (*Populus fremontii*), China berry (*Melia azedarach*), and tree-of-heaven (*Ailanthus altissima*)." The presence of cattails, tall flatsedge, black willow, mulefat, and cottonwood indicate the presence of a wetland as defined by the California Department of Fish and Wildlife and possibly the United States Army Corps of Engineers and the California Regional Water Quality Control Board. Potential project related impacts to this sensitive vegetation community need to be identified, analyzed, and discussed within the IS/MND prior to adoption. It is recommended that the IS/MND include a more detailed analysis/discussion of all biological resources, including wetlands and jurisdictional waters. If, after further analysis impacts are identified they need to be appropriately mitigated to a level of less than significant. B-3 cont.

In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Michael R. Perry
Supervising Planner
Environmental Management

MRP:PE:sr
Email: Aron.Liang@lus.sbcounty.gov

Letter B - Responses to Comments from County of San Bernardino Department of Public Works, November 11, 2017

Response B-1 The comment indicates that the project is subject to the County's Flood Control District's Comprehensive Storm Drain Plan and that all drainage improvements will be subject to approval the County Transportation Department. Comment noted; no further response needed.

Response B-2 The comment indicates that any work affecting the Orange Street or Cedar Avenue right of way will require a road permit. All offsite improvements are described on Page 10 "Infrastructure and Off-site Improvements" and their impacts analyzed throughout the MND. Page 10 of the MND has been revised to add the roadway and encroachment permits as future discretionary actions.

Changes made to the Final MND are identified here in ~~strikeout~~ text to indicate deletions and in **bold underlined** text to signify additions. Page 10 of the MND is revised as follows:

Project Approvals

The County of San Bernardino is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study/Mitigated Negative Declaration. In addition to the approvals identified above, the project is subject to other ministerial actions by the County as part of project implementation. Subsequent activities would be examined in light of the Initial Study/Mitigated Negative Declaration to determine whether additional CEQA review would be required pursuant to the requirements of Section 21166 of the CEQA Statutes (i.e., *Public Resources Code* § 21166) and Sections 15162 and 15168 of the State CEQA Guidelines (i.e., 14 CCR) for subsequent approvals, including but not limited to the following:

- Grading Permits
- Building Permits
- Occupancy Permits
- Utility Connections
- **Encroachment and Road Permits**

Response B-3 Refer to Attachment 1 - Ecological Sciences Letter Dated November 17, 2017

Attachment 1

November 17, 2017

County of San Bernardino
Department of Public Works
825 East Third Street
San Bernardino, California 92415

SUBJECT: Preliminary Jurisdictional Analysis, ±9.81-acre Site, San Bernardino County, California

Ladies and Gentlemen:

In response to the comment letter we reviewed for CEQA-Notice of Availability of a Mitigated Negative Declaration for the Cedar Avenue Technology Center Project, we offer the following comments to address the potential need to obtain regulatory permits for the proposed project. The site is located south of Interstate 10, north of Orange Street, east of Cedar Avenue, and west of Vine Street; Township 1 South, Range 5 West, Section 22 on the "Fontana" USGS 7.5-minute quadrangle map. This letter presents findings of a preliminary survey conducted to evaluate the potential presence of jurisdictional resources at two discrete areas on the site pursuant to U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife/Game (CDFW/CDFG), and Regional Water Quality Control Board (RWQCB).

Based on field investigation conducted by Ecological Sciences in January 2017, USACE "waters of the United States" per Sections 401-404 of the Federal Clean Water Act and "streambeds" per Section 1600-1603 of the CDFW Code were not observed on site despite the presence of two small patches of riparian vegetation. Because water appears to be provided by nuisance water, the areas are artificial in nature, created from upland, and are not directly connected to a natural waterway, these feature would not be considered jurisdictional by regulatory agencies. The areas would meet the "non-navigable, isolated, and intrastate" waters definition, and have no significant nexus to navigable waters. Isolated wetlands are not typically subject to regulation under Section 404, even if they exhibit wetland soils, vegetation, and hydrology. Accordingly, the areas would not be subject to USACE jurisdiction. CDFG jurisdiction does not include aquatic features unless they have characteristics of natural waterbodies (e.g., lake, stream) and support fish and wildlife values. The features do not meet the definition of a "lake" and does not exhibit characteristics of natural water bodies or support fish and significant wildlife values. Habitat value is low due to lack of species and structural diversity, and prevalence of non-native vegetation. Habitat for sensitive biological resources is not present and these features do not provide significant wetland or jurisdictional value. Because the riparian patches do not convey significant flows, drains previously developed areas, and supports no adjacent wetlands, the areas have a less than substantial effect to any downstream Traditional Navigable Waters (TNWs) and/or Relatively Permanent Waters (RPWs), and therefore does not have a USACE significant nexus (i.e., isolated). Non-RPWs are only jurisdictional if there is a significant nexus to a TNW. A significant nexus exists only if the "tributary" has more than a speculative or insubstantial effect on the chemical, physical and biological integrity of downstream traditional navigable waters (June 5, 2007 Clean Water Act Jurisdiction memorandum).

While USACE and CDFG do not have jurisdiction over isolated waters on the site, the RWQCB issued a Memorandum (Wilson 2001) indicating, "The SWANCC [Solid Waste Agency of Northern Cook County v. USACOE (2001)] decision does not affect the Porter Cologne authorities to regulate discharges to isolated, non-navigable waters of the states", and that Regional Boards would regulate isolated waters as "Waters of the State" pursuant to the Porter-Cologne Act that were previously regulated under Section 404 prior to SWANCC. However, prior to the SWANCC decision, isolated wetlands were not generally considered Waters of the State, and were exempt from Section 404 of the Clean Water Act. Consequently, it is reasonable to assume that the RWQCB would not assert jurisdiction pursuant to Porter-Cologne, as the memorandum only addressed waters that were previously regulated prior to the SWANCC decision. Prior to impacts, it may be necessary to notify RWQCB to determine the current extent of the Boards jurisdiction, and to evaluate the need to file a report of discharge (an application for waste discharge requirements-WDRs). National Pollutant Discharge Elimination System (NPDES) (if required) and/or Stormwater Pollution Prevention Plan (SWPPP) requirements would offset any potential downstream impacts relative to pollutant discharge.

Please feel free to call us at 805.921.0583 (office) or 805.415.9595 (mobile) with any questions or comments. .

Sincerely,

Ecological Sciences, Inc.

Scott D. Cameron
Principal Biologist

Letter B - Responses to Comments from County of San Bernardino Department of Public Works, November 11, 2017

Response B-1 The comment indicates that the project is subject to the County's Flood Control District's Comprehensive Storm Drain Plan and that all drainage improvements will be subject to approval the County Transportation Department. Comment noted; no further response needed.

Response B-2 The comment indicates that any work affecting the Orange Street or Cedar Avenue right of way will require a road permit. All offsite improvements are described on Page 10 "Infrastructure and Off-site Improvements" and their impacts analyzed throughout the MND. Page 10 of the MND has been revised to add the roadway and encroachment permits as future discretionary actions.

Changes made to the Final MND are identified here in ~~strikeout~~ text to indicate deletions and in **bold underlined** text to signify additions. Page 10 of the MND is revised as follows:

Project Approvals

The County of San Bernardino is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study/Mitigated Negative Declaration. In addition to the approvals identified above, the project is subject to other ministerial actions by the County as part of project implementation. Subsequent activities would be examined in light of the Initial Study/Mitigated Negative Declaration to determine whether additional CEQA review would be required pursuant to the requirements of Section 21166 of the CEQA Statutes (i.e., *Public Resources Code* § 21166) and Sections 15162 and 15168 of the State CEQA Guidelines (i.e., 14 CCR) for subsequent approvals, including but not limited to the following:

- Grading Permits
- Building Permits
- Occupancy Permits
- Utility Connections
- **Encroachment and Road Permits**

Response B-3 Refer to Attachment 1 - Ecological Sciences Letter Dated November 17, 2017

November 17, 2017

County of San Bernardino
Department of Public Works
825 East Third Street
San Bernardino, California 92415

SUBJECT: Preliminary Jurisdictional Analysis, ±9.81-acre Site, San Bernardino County, California

Ladies and Gentlemen:

In response to the comment letter we reviewed for CEQA-Notice of Availability of a Mitigated Negative Declaration for the Cedar Avenue Technology Center Project, we offer the following comments to address the potential need to obtain regulatory permits for the proposed project. The site is located south of Interstate 10, north of Orange Street, east of Cedar Avenue, and west of Vine Street; Township 1 South, Range 5 West, Section 22 on the "Fontana" USGS 7.5-minute quadrangle map. This letter presents findings of a preliminary survey conducted to evaluate the potential presence of jurisdictional resources at two discrete areas on the site pursuant to U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife/Game (CDFW/CDFG), and Regional Water Quality Control Board (RWQCB).

Based on field investigation conducted by Ecological Sciences in January 2017, USACE "waters of the United States" per Sections 401-404 of the Federal Clean Water Act and "streambeds" per Section 1600-1603 of the CDFW Code were not observed on site despite the presence of two small patches of riparian vegetation. Because water appears to be provided by nuisance water, the areas are artificial in nature, created from upland, and are not directly connected to a natural waterway, these feature would not be considered jurisdictional by regulatory agencies. The areas would meet the "non-navigable, isolated, and intrastate" waters definition, and have no significant nexus to navigable waters. Isolated wetlands are not typically subject to regulation under Section 404, even if they exhibit wetland soils, vegetation, and hydrology. Accordingly, the areas would not be subject to USACE jurisdiction. CDFG jurisdiction does not include aquatic features unless they have characteristics of natural waterbodies (e.g., lake, stream) and support fish and wildlife values. The features do not meet the definition of a "lake" and does not exhibit characteristics of natural water bodies or support fish and significant wildlife values. Habitat value is low due to lack of species and structural diversity, and prevalence of non-native vegetation. Habitat for sensitive biological resources is not present and these features do not provide significant wetland or jurisdictional value. Because the riparian patches do not convey significant flows, drains previously developed areas, and supports no adjacent wetlands, the areas have a less than substantial effect to any downstream Traditional Navigable Waters (TNWs) and/or Relatively Permanent Waters (RPWs), and therefore does not have a USACE significant nexus (i.e., isolated). Non-RPWs are only jurisdictional if there is a significant nexus to a TNW. A significant nexus exists only if the "tributary" has more than a speculative or insubstantial effect on the chemical, physical and biological integrity of downstream traditional navigable waters (June 5, 2007 Clean Water Act Jurisdiction memorandum).

While USACE and CDFG do not have jurisdiction over isolated waters on the site, the RWQCB issued a Memorandum (Wilson 2001) indicating, "The SWANCC [Solid Waste Agency of Northern Cook County v. USACOE (2001)] decision does not affect the Porter Cologne authorities to regulate discharges to isolated, non-navigable waters of the states", and that Regional Boards would regulate isolated waters as "Waters of the State" pursuant to the Porter-Cologne Act that were previously regulated under Section 404 prior to SWANCC. However, prior to the SWANCC decision, isolated wetlands were not generally considered Waters of the State, and were exempt from Section 404 of the Clean Water Act. Consequently, it is reasonable to assume that the RWQCB would not assert jurisdiction pursuant to Porter-Cologne, as the memorandum only addressed waters that were previously regulated prior to the SWANCC decision. Prior to impacts, it may be necessary to notify RWQCB to determine the current extent of the Boards jurisdiction, and to evaluate the need to file a report of discharge (an application for waste discharge requirements-WDRs). National Pollutant Discharge Elimination System (NPDES) (if required) and/or Stormwater Pollution Prevention Plan (SWPPP) requirements would offset any potential downstream impacts relative to pollutant discharge.

Please feel free to call us at 805.921.0583 (office) or 805.415.9595 (mobile) with any questions or comments. .

Sincerely,

Ecological Sciences, Inc.

Scott D. Cameron
Principal Biologist

Colton Joint Unified School District

Jerry Almendarez, Superintendent
Dr. Frank Miranda, Assistant Superintendent, Business Services Division
Owen Chang, Director, Facilities, Planning & Construction

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Mrs. Patt Haro
Mr. Pilar Tabera
Mr. Kent Taylor

November 13, 2017

Aron Liang, Senior Planner
County of San Bernardino
Land Use Services Department, Planning Division
385 North Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0187
aron.liang@lus.sbcounty.gov

Re: Comments on Cedar Technology Center MND (Project # P201600435/CUP)

Dear Mr. Liang:

C-1 Colton Joint Unified School District (CJUSD) submits this letter to express concerns about potential environmental impacts of the above-referenced project, which is located in close proximity (approximately 60 feet) to Slover Mountain High School. Overall, CJUSD is concerned about the proliferation of warehouse and logistics projects within and adjacent to its District boundaries, which have the potential to impact student health and safety due to increased heavy truck traffic, noise and diesel particulate emissions in the neighborhoods where CJUSD students learn and live.

CJUSD has reviewed the Draft Mitigated Negative Declaration (MND) prepared for the project. In light of the close proximity of the project to Slover Mountain High School, CJUSD provides the following comments on the MND:

C-2
- **Air Quality/GHG**: The MND relies, at least in part, on the statements that "construction projects on less than 5 acres are considered to pose less than significant health impacts" and that "project construction would disturb up to 3.5 acres daily" for its conclusion that construction air quality impacts would be less than significant (see MND at p.23). However, the project site consists of 9.8 acres, and more than 5 acres could theoretically be disturbed in a given day. Therefore, to the extent that a daily limit on grading activities is necessary to ensure that construction air quality impacts are less than significant, this must be specifically included as a mitigation measure or condition of approval. Additional comments are itemized below:

C-3
Cedar Avenue Technology Park Project Air Quality Impact Analysis Review
Global Comment: The SCAQMD utilizes the term "Volatile Organic Compounds (VOC)" for describing reactive organic gases (ROG). Please change all references to ROG in the report to VOC, in order to be consistent with SCAQMD's terminology.

C-4 Global Comment: The Air Report as currently formatted only has 2 Section. It would greatly help the readability of the Air Report if Section 2.0 Air Quality was broken up into multiple sections. Possibly make Sections 2.1, 2.2, and 2.3 into Sections 2.0, 3.0, or 4.0.

C-5 Page 1.0-1, Section 1.1, Second Paragraph: The surrounding land uses should also describe the residential uses located southwest of the project site.

C-6 Page 2.0-1, Section 2.1, First Paragraph: Revise text "The Project site lies within the ~~northwestern~~" to "northeastern"

C-7 Page 2.0-3, Table 2: Add text detailing that "Coarse Particulate Matter" is PM10 and "Fine Particulate Matter" is PM2.5. Also add NO_2 monitoring data to the table.

C-8 Pages 2.0-5 Last Paragraph to Page 2.0-6: The discussion about the 2012 AQMP on page 2.0-5 needs to be revised to discuss the 2016 AQMP and on page 2.0-6 the discussion about the 2016 being adopted in December of this year needs to be removed.

C-9 Page 2.0-8: Add a section detailing CARB's Off-Road Diesel Vehicle regulations that include a discussion of the required implementation of the Tier 0, 1, 2, 3, and 4 emission standards as detailed in California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449.

C-10 Page 2.0-10, Section 2.3, Second Paragraph: Revise the date on the reference to the Traffic Impact Analysis from 2016 to 2017. Also, please expand the Methodology Section to include all of the parameters utilized in the CalEEMod model for both construction and operations and provide justification of any non-default values utilized.

C-11 Page 2.0-11, Table 5: In the Table footer revise the Source: to reference the SCAQMD thresholds provided at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2

C-12 Page 2.0-13, Second and Third Full Paragraphs: Please move the construction and CalEEMod modeling discussion under the Methodology Section on Page 2.0-10.

C-13 Page 2.0-14, Table 7: Please expand this Table to include the daily emissions created from each phase of construction (i.e., site preparation, grading, building construction, paving, and architectural coatings) if you anticipate any phases to overlap than also provide either a worst-case year (already provided) or provide an additional row with the combined phases analysis.

C-14 Page 2.0-15, Paragraph before Table 9: Please add text detailing how the Localized Thresholds were adjusted for a 3.5 acres of disturbance (Was the 2-acre and 5-acre LST Thresholds interpolated or some other math function?)

C-15 Page 2.0-15 Table 9: Please change the Title to Table 9 so that the reader knows that the Table only references construction emissions (i.e., Localized Significance of Emissions for Construction Activities). Please expand the rows in Table 9 to include each phase of construction activities (i.e., site preparation, grading, building construction, paving, and architectural coatings) if you anticipate any phases to overlap than also provide the maximum daily year (already provided) or provide an additional row with the combined phases analysis.

C-16 Page 2.0-16, Last Paragraph: Please add an LST analysis for at least the pollutants not analyzed in the HRA (i.e., CO, NOx, and PM2.5) and then either provide a summary of PM10 that was analyzed in the HRA or analyze PM10 in the same manner as the other LSTs.

C-17 Page 2.0-17, Second Paragraph: Please update all references to the 2012 AQMP to reference the 2016 AQMP.

C-18 Page 2.0-23, Mitigation Measure MM-1: If the measures provided in MM-1 was utilized in calculating any of the emissions, than additional tables need to be added to show the unmitigated and mitigated with implementation of MM-1 emissions levels. If it was not utilized in any calculations, than remove MM-1, as it is not needed or required.

Appendix A – CalEEMod model runs:

C-19 Page 7 of 32: The start dates of the construction phases all happen before the date of the report or the date of the model run. Please revise with more realistic dates of when construction will occur.

C-20 Page 9 of 32: Construction mitigation of: 1) Replace Ground Cover; 2) Water Exposed Area; 3) Water unpaved roads; and 4) Reduce vehicle speed on unpaved roads were all selected. Please describe in the Methodology Section the rational of why these measures should not be considered mitigation.

C-21 Page 26 of 32 Sections 4.3 and 4.4: SCAQMD recommends that the truck trip length to warehouses be set to 40 miles to account for the distance to the port or the distance to leaving the Air Basin. Please re-run the CalEEMod model with the truck trip length set to 40 miles and either analyze the truck trips under one of the Parking Lot land uses, so they can be analyzed separately from the auto trips or as a separate model run. The vehicle mix in Section 4.4 needs to be revised to match the vehicle mix provided in Table 5 from the TIA, again the truck trips should all be analyzed under a separate land use category or a separate model run. (If you download CalEEMod 2016.3.2, revisions to the vehicle mix works a lot better than in 2016.3.1)

C-22 Page 31 of 32: The Forklifts were modeled as CNG fuel type. In order to provide a worst-case analysis, this should be revised to diesel forklifts and if necessary provide mitigation that requires the use of electric or CNG forklifts. Or provide a Project Design Feature in the Project Description that states that the project applicant will only utilize CNG or electric off-road equipment (i.e., forklifts) and no diesel off-road equipment will be utilized or allowed onto the project site during operation of the project.

Appendix B – HRA:

C-23 Global Comment: The SCAQMD prefers that HRAs that analyze DPM utilize PM10 truck exhaust rates instead of PM2.5 truck exhaust rates. Please update accordingly.

C-24 Global Comment: The HRA as currently formatted only has 2 Section. It would greatly help the readability of the HRA if Section 2.0 HRA was broken up into multiple sections. Possibly make Sections 2.1, 2.2, 2.3, and 2.4 into Sections 2.0, 3.0, 4.0, and 5.0.

C-25 Page 2.0-11 Methodology: Please expand the methodology section to provide additional description of each source modeled in AERMOD that details how each source was calculated.

C-26 Provide details such as if EMFAC2014 was utilized for the truck travel and idling emissions and what truck vehicle classes were modeled in the EMFAC2014 model. The EMFAC results should be summarized and provide the EMFAC printouts in the Appendix.

C-27 Please provide Tables that detail the emission rates entered into the AERMOD and how they were calculated (i.e., number of trucks, duration of running/idling time, etc...)

C-28 For idling emissions, the SCAQMD requests that all truck deliveries (one trip entering and one trip leaving project site) be analyzed for 15 minutes of idling, please include this in the methodology Section.

C-29 For off-site truck running emissions, the SCAQMD recommends that all truck movements within a quarter mile be analyzed, however only one off-site truck route was described. Exhibit 10 from the TIA shows that 5% of trucks will travel on Orange St to the east and 20% of truck trips will travel on Cedar Ave to the south. Please add these off-site routes to the model.

C-30 The DPM emissions from the forklifts or operational transport refrigeration units are not described under the methodology. If these diesel emissions sources are not going to be allowed on the project site than provide project design features in the Project Description restricting these uses and provide a discussion under the methodology section detailing why they were not analyzed. If you prefer to provide a mitigation measure restricting the use of diesel forklifts and TRUs than please provide an unmitigated and mitigated model runs that show the emissions and cancer risks without and with implementation of the mitigation.

C-31 Page 2.0-13: The parameters utilized in calculating the cancer risks is hard to follow. Please provide a Table that lists all of variables utilized in calculating the cancer risk for both at the school and nearby residents (i.e., Table rows should include: CPF = ; ASF = ; Dose = ; ED = ; AT = ; and FAH =)

C-32 **Cedar Avenue Technology Park Project Greenhouse Gas Emissions Report Review**
Global Comment: The GHG Report as currently formatted only has 2 Section. It would greatly help the readability of the GHG Report if Section 2.0 GHG Emissions was broken up into multiple sections. Possibly make Sections 2.1, 2.2, and 2.3 into Sections 2.0, 3.0, and 4.0.

C-33 Page 2.0-9, Second paragraph. Expand the SB 32 discussion to include a discussion about AB 197.

C-34 Page 2.10-11, Methodology. Revise the date on the reference to the Traffic Impact Analysis from 2016 to 2017. Also, please expand the Methodology Section to include all of the parameters utilized in the CalEEMod model for both construction and operations and provide justification of any non-default values utilized.

C-35 Pages 2.10-11 and 2.10-12 Thresholds of Significance and on Page 2.0-16 Conflict with any Plan for reducing GHG Emissions (Impact 2). Text needs to be added to the Thresholds of Significance Section and Impact 2 that details how the County's GHG Plan complies with SB 32 and AB 197 even though it was prepared prior to adoption of SB 32 and AB 197. An example of text that may be provided is shown below:

> It should be noted that the County's GHG Plan was prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015 that provided a reduction goal of 40 percent below 1990 levels by 2030. This target was codified into statute through passage of AB 197 and SB 32 in September 2016. However, to date no air district or local agency within California has provided guidance on how to address AB 197 and SB 32 with relation to land use projects. In addition, the California Supreme Court's ruling on Cleveland National Forest Foundation v. San Diego Association of Governments (Cleveland v. SANDAG), Filed July 13, 2017 stated:

C-35 cont.

SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal. In its response to comments, the EIR said: "It is uncertain what role regional land use and transportation strategies can or should play in achieving the EO's 2050 emissions reduction target. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency [citation].

Although, the above court case was referencing California's GHG emission targets for the year 2050, at this time it is also unclear what role land use strategies can or should play in achieving the AB 197 and SB 32 reduction goal of 40 percent below 1990 levels by 2030. As such this analysis has relied on the County's GHG Plan's recommended thresholds. Therefore, the proposed project would be considered to create a significant cumulative GHG impact if the proposed project would exceed the annual threshold of 3,000 MTCO2e.

C-36

Page 2.0-14, Table 2. The GHG emissions presented in Table 2 are too low to be believable without the implementation of any mitigation or project design features that would limit GHG emissions being created from the project (The BAAQMD provides a screening threshold that says any industrial building larger than 65,000 sf is potentially significant). Please recalculate the GHG emissions based on the requested revisions to the CalEEMod model run provided in the Peer Review of the Air Report. If mitigation measures are utilized, please provide an additional table that shows the unmitigated conditions. If project design features are utilized, please list all of the project design features implemented before Table 2.

C-37

Appendix A – CalEEMod model runs:
Please re-run the CalEEMod model based on the comments provided in the Air Quality Peer Review.

- **Hazardous Materials**: There is currently no information about any of the future tenants of the project (see MND at p. 8), and it is possible that future uses on the site may generate, store, transport or dispose of hazardous materials. Due to the potential for a release of such materials in close proximity to Slover Mountain High School, a condition of approval or mitigation measure should be included to require the preparation of an emergency response plan or similar document in the event that future tenants store or transport hazardous materials. CJUSD should also be included within, and provided the opportunity for consultation under any such emergency response plan.

C-38

- **Traffic**: The MND should be revised to require the preparation of a construction traffic management plan to ensure that project construction does not interfere with access or create hazards for students and parents traveling to and from the high school. Such plan should take into account the bell schedule of the high school (as well as combined traffic from other adjacent schools) and require that haul trucks and construction vehicles access the site from a location other than Orange Street to reduce traffic conflicts. Once operational, the project would result in an additional 135 heavy truck trips per day in the immediate vicinity. Additional safety measures such as a crossing guard or lighted crosswalks may be warranted to ensure student safety from the increased number of trucks traveling on surrounding roadways, and if so, should be provided by the project applicant. The MND should be revised to include additional analysis regarding pedestrian safety in light of the nearby schools. Please refer to the attached Exhibit A for additional comment on traffic impacts.

C-39

We thank you for your time and attention to these items to ensure that impacts to CJUSD facilities, students and staff are minimized to the greatest extent feasible.

Sincerely,

Owen Chang
Director, Facilities Planning & Construction

Cc: Dr. Frank Miranda, Assistant Superintendent of Business Services
File

EXHIBIT 'A'

KUNZMAN ASSOCIATES, INC.
OVER 40 YEARS OF EXCELLENT SERVICE

November 6, 2017

Mr. Charles Holcombe, Senior Project Manager
FIRSTCARBON SOLUTIONS
650 East Hospitality Lane, Suite 125
San Bernardino, CA 92408

Dear Mr. Holcombe:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this traffic impact analysis peer review of the proposed Cedar Avenue Technology Center in the County of San Bernardino. The Cedar Avenue Technology Center Traffic Impact Analysis Report was prepared by Michael Baker International (July 25, 2017). The proposed Cedar Avenue Technology Center is located on the northeast corner of Cedar Avenue and Orange Street in the unincorporated community of Bloomington, San Bernardino County. The project site is proposed to be developed with an 184,770 square foot warehouse distribution center.

COMMENT 1

C-40 Page 4. Table ES-2 depicts that the Level of Service during the evening peak hour for the Orange Street/Vine Street intersection is lower for Opening Year 2019 With Project traffic conditions vs. Opening Year 2019 Without Project traffic conditions. Explain.

COMMENT 2

C-41 Page 5. Table ES-3 depicts that the Level of Service during the evening peak hour for the Orange Street/Vine Street intersection is lower for Horizon Year 2035 With Project traffic conditions vs. Horizon Year 2019 Without Project traffic conditions. Explain.

COMMENT 3

C-42 Page 10. The truck turning templates shown on the site plan (Exhibit 2) depict the proposed trucks maneuvering on both sides of the project driveways. This interferes with other passenger cars/trucks entering and exiting the project site.

COMMENT 4

C-43 Page 10. The truck turning template shown on the site plan (Exhibit 2) for the proposed trucks leaving the project north driveway onto Vine Street show the trucks leaving the project site and maneuvering onto the east side of the Vine Street centerline. This interferes with other passenger cars/trucks traveling north on Vine Street.

COMMENT 5

C-44 Page 10. Truck turning templates should also be shown for inbound trucks at the project north driveway to Vine Street and outbound trucks at the project south driveway to Vine Street.

COMMENT 6

C-45 Page 10. The site plan shows a drive aisle from the truck court on the east side of the site plan to the parking lots on the west side of the site plan. Will trucks have access to the proposed project driveway directly onto Orange Street? If not, how will trucks be restricted from using the internal drive aisle?

COMMENT 7

C-46 Page 10. The site plan shows a security gate located inside the south driveway onto Vine Street. Will trucks have adequate stacking distance between the security gate on Vine Street for the 90% of inbound trucks assigned to this driveway without blocking Vine Street?

COMMENT 8

C-47 Page 13. The latest Horizon Year for the San Bernardino Transportation Analysis Model (SBTAM) is Year 2040. Explain.

COMMENT 9

C-48 Page 16. State that the posted speed limit on Cedar Avenue is 25 miles per hour when children are present.

COMMENT 10

C-49 Page 16. State that the posted speed limit on Slover Avenue is 25 miles per hour when children are present.

COMMENT 11

C-50 Page 16. Orange Street is a two lane undivided roadway with parking permitted on both sides of the roadway. If a vehicle is desiring to make an eastbound left turn into the proposed driveway, it will block through vehicles on Orange Street. This will create backups during peak school drop-off/pick-up hours.

COMMENT 12

C-51 Page 16. Orange Street is a two lane undivided roadway with parking permitted on both sides of the roadway. If a truck is desiring to make an eastbound left turn into Vine Street, it will block through vehicles on Orange Street. This will create back-ups during peak school drop-off/pick-up hours.

COMMENT 13

C-52 Page 18. The traffic counts were collected on September 1, 2016. Verify that the school on the south side of Orange Street was in session at the time that the traffic counts were obtained.

COMMENT 14

C-53 Page 20. The project south driveway to Vine Street is opposite an existing driveway on the east side of Vine Street; however, no existing traffic volumes are shown for the existing driveway. Explain.

COMMENT 15

C-54 Page 27. The truck trip distribution (Exhibit 10) is identical to the passenger car trip distribution (Figure 9). Typically, the majority of truck trips are routed onto the freeway mainline and are not routed in the same directions as employees/visitors in passenger cars. Explain.

COMMENT 16

C-55 Page 34. The majority of employee parking is provided on the west side of the project site. However, no vehicles are assigned to the southbound left turn movement and westbound right turn movement at the Orange Street/Project Driveway intersection. Explain.

COMMENT 17

C-56 Page 36. The evening peak hour inbound + outbound do not add up to the total.

COMMENT 18

C-57 Page 36. In the footnotes in Table 7, provide sources for the cumulative projects.

COMMENT 19

Page 36. The cumulative projects list should include the following projects that are approved or being processed concurrently within the study area:

C-58
- Agua Mansa High-Cube Warehouse, RK Engineering Group (2015)
- Bloomington 167, Kunzman Associates, Inc. (2015)
- High-Cube Warehouse/Distribution Center, David Evans and Associates (2016)
- Hall Avenue/El Rivino Road Project, Kunzman Associates, Inc. (2015)
- I-10/60 Logistics Center Project, Panattoni (2016)
- Slover High-Cube Warehouse, LSA (2014)
- Slover Avenue and Cactus Avenue Project, Alere (2017)
- West Valley Logistics Center Specific Plan, Translutions (2014)

C-59

COMMENT 20

Page 43. The daily traffic volumes on Cedar Avenue, south of the I-10 Freeway, are higher for Opening Year 2019 With Project (Exhibit 21) than for Horizon Year 2035 With Project (Exhibit 25). Explain.

C-60

COMMENT 21

Appendix H. All of the SBTAM model plots should be included in Appendix H.

C-61

COMMENT 22

General. A queuing analysis should be included to ensure that the left turn lanes at the study intersections have adequate stacking distance with the proposed project.

C-62

COMMENT 23

General. A merge/diverge analysis should be provided at the Cedar Avenue/I-10 Freeway ramps with the addition of the trucks from the proposed project.

CONCLUSION

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Respectfully submitted,

KUNZMAN ASSOCIATES, INC.

Carl Ballard, LEED GA
Principal

REGISTERED PROFESSIONAL ENGINEER
WILLIAM A. KUNZMAN
No. TR0056
TRAFFIC
STATE OF CALIFORNIA

KUNZMAN ASSOCIATES, INC.

William Kunzman, P.E.
Principal

JN 7252

Letter C – Responses to Comments from Colton Joint Unified School District, November 12, 2017

Response C-1 This is a general set of introductory comments. No Response is necessary.

Response C-2 Urban Crossroads, a professional air quality, greenhouse gas, noise and traffic impact analysis consulting firm was engaged to review the project's Air Quality Impact Analysis and prepare responses to the Colton Joint Unified School District letter. Please refer to the response provided in Attachment 1.

Response C-3 This is an editorial comment that is not related to the analysis in the Air Quality Impact Analysis. The study states on page 2.0-2 that "VOCs are also commonly referred to as reactive organic gases (ROGs)." No revisions to the document are necessary.

Response C-4 This is an editorial comment that is not related to the analysis in the Air Quality Impact Analysis. No response is necessary.

Response C-5 The Air Quality Impact Analysis states on page 2.0-4: "Additionally, there is a residential neighborhood in the Project vicinity located approximately 300 feet to the southwest, across Cedar Avenue.**"** No revisions to the document are necessary.

Response C-6 This is background information that is not related to the analysis in the Air Quality Impact Analysis. Note that AQMD did not request this revision. No revision to the document is necessary.

Response C-7 This is an editorial comment that is not related to the analysis in the Air Quality Impact Analysis. No revisions to the document are necessary.

Response C-8 The Air Quality Impact Analysis was prepared and submitted to the County prior to the adoption of the 2016 AQMP; however, as identified in the Colton Joint Unified School District letter, the analysis references the 2016 AQMP. Information on the 2016 AQMP can be accessed at the South Coast AQMD website: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan. The adoption of the 2016 AQMP does not affect the results of the analysis or findings in the Air Quality Impact Analysis; therefore, no changes to the document are necessary. Also refer to response A-3.

Response C-9 This is an editorial comment requesting a description of existing regulations that is not related to the analysis in the Air Quality Impact Analysis. No revisions to the document are necessary.

Response C-10 This is an editorial comment that is not related to the analysis in the Air Quality Impact Analysis. The analysis in the study is based on the 2017 traffic study included as Appendix J to the Initial Study/Mitigated Negative Declaration. No revisions to the document are necessary.

Response C-11 This is an editorial comment that is not related to the analysis in the Air Quality Impact Analysis. The thresholds identified in Table 5 of the Air Quality Impact Analysis are the

same as the cited document on AQMD's website. No revisions to the document are necessary.

Response C-12 This is an editorial comment that is not related to the analysis in the Air Quality Impact Analysis. No revisions to the document are necessary.

Response C-13 The requested information is provided in Appendix A - Criteria Air Pollutant Modeling Outputs to the Air Quality Impact Analysis. No revisions to the document are necessary.

Response C-14 Refer to Response C-2.

Response C-15 This is an editorial comment that is not related to the analysis or the resulting impacts in the Air Quality Impact Analysis. The study identifies construction phases and any overlapping phases starting on page 2.0-13, which is reflected in the construction air quality impact analysis. No revisions to the document are necessary.

Response C-16 The LST analysis of the identified pollutants is provided starting on page 2.0-14 of Air Quality Impact Analysis. No revisions to the document are necessary.

Response C-17 See response to C-8.

Response C-18 As stated on page 2.0-23, MM-1 was included in the study in order to enforce existing regulation; it was no assumed in the model. It is carried forward as a condition of approval for the project. No revisions to the document are necessary.

Response C-19 The project's construction impacts are determined by the estimated duration construction activities, not on the actual calendar start and end dates. This is an editorial comment that is not related to the analysis or the resulting impacts in the Air Quality Impact Analysis.

Response C-20 The dust control measures the commenter is referring to are not considered mitigation measures the project is required to comply with the provisions of SCAQMD Rule 403, "Fugitive Dust" by operation of law. Furthermore, the County's standard conditions, as described on Initial Study/MND page 25, require the developer to prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with the SCAQMD guidelines, and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. No revisions to the Air Quality Study or Initial Study/MND are necessary.

Response C-21 Per Response C-2, please refer to the response provided in Attachment 1.

Response C-22 Per Response C-2, please refer to the response provided in Attachment 1.

Response C-23 Per Response C-2, please refer to the response provided in Attachment 1.

Response C-24 This comment is an editorial opinion on the number of sections the HRA should contain and not an environmental issue concerning the analysis in the CEQA document or supporting technical studies. No revisions to the Air Quality Study/HRA or Initial Study/MND are necessary.

Response C-25 All of the information requested by this comment is on page 2.0-11. Any additional technical is provided in Appendix A, *Modeling Data*, of the HRA.

Response C-26 As indicated on page 20.15 of the HRA, EMFAC 2014 was used. The model results are provided in Appendix A, *Modeling Data*, of the HRA. This is an editorial comment that is not related to the analysis or the resulting impacts in the HRA.

Response C-27 The technical detail on AERMOD requested by the comment was made available as Appendix A, *Modeling Data*, of the HRA. This is an editorial comment that is not related to the analysis or the resulting impacts in the HRA.

Response C-28 The on-site idling emissions assumed 15 minutes of idling.

Response C-29 The commenter asserts that all truck movements within a quarter mile need to be analyzed but provides no evidence into the record that the methodology employed by the HRA is inadequate. The HRA analyzed the worst-case impacts, those of the primary and most intense truck route (representing the truck delivery route at the project site, and the truck delivery route between the project site and Interstate 10). The HRA found impacts to be less than significant for the most truck routes, based on substantial evidence. Therefore, no further analysis and no revisions are necessary.

Response C-30 A condition of approval will be included to memorialize the project design feature (PDF) that "All service equipment (e.g., forklifts) used within the site shall be electric or compressed natural-gas powered." Additionally, outlets for trucks to plug into upon arrival will be provided as a PDF.

Response C-31 This comment is an editorial opinion on the readability calculations in the HRA and not an environmental issue concerning the analysis in the CEQA document or supporting technical studies. The requested detail is provided in the HRA appendix. No revisions to the HRA or Initial Study/MND are necessary.

Response C-32 This is an editorial comment that is not related to the analysis or the resulting impacts in the GHG Impact Analysis. No revisions are necessary.

Response C-33 This is an editorial comment requesting additional detail about an existing regulation that is not related to the analysis or the resulting impacts in the GHG Impact Analysis. No revisions are necessary.

Response C-34 This is an editorial comment requesting additional detail that can be found in the technical appendix and that is not related to the analysis or the resulting impacts in the GHG Impact Analysis. No revisions are necessary.

Response C-35 Per Response C-2, please refer to the response provided in Attachment 1.

Response C-36 The commenter indicates that the numbers are "too low to be believable" and insists that CalEEMod model be re-run but points to no flaws in the assumptions despite having full access to the output files. The comments asserted represent opinion, with no facts or evidence to support the opinions stated. No revisions are necessary.

Response C-37 See response to comment C-36 above.

Response C-38 At this time, the future tenants of the project are not known. It is acknowledged that future uses may generate, store, transport or dispose of hazardous materials. However, all such activities would be subject to existing laws and regulations, as outlined in Condition of Approval 53. As noted in this condition, "*The project is subject to all applicable federal, state, and local laws and regulations regarding hazardous materials including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board".* If a future use proposed to utilize hazardous materials, that tenant would be required to pull permits with the fire department and regulatory agencies outlined above and would be required to prepare an emergency response plan, if necessary. An emergency response plan is speculative not required under CEQA. No revisions are necessary.

Response C-39 The project will be required to comply with all standard conditions pertaining to construction including work hours, noise, vehicle emissions, and road closures. It should be noted that due to the proximity of the project to the I-10 freeway, most construction trucks would access the site from the north on Cedar Avenue. These trips would not conflict with student pedestrians as there are no pedestrian crosswalks on the north side of Orange Street at Cedar Avenue. The only east-west crosswalk at Cedar Avenue is on the south side or Orange Street, and therefore pedestrians would be walking on the south side of Orange Street and would not conflict with construction vehicles accessing the site. It is infeasible for construction vehicles to access the site from a location other than Orange Street or Vine Street as most of the project frontage on Cedar Avenue is at a different grade than the roadway. Vehicles must access the project site from Orange Street. Once the project is operational, most trips would travel on Orange Street, then turn north on Cedar Avenue. As noted previously, this travel pattern would not conflict with school pedestrians, who are expected to be walking on the south side of Orange Street from the west and south of the school. Responses to the additional comments on traffic impacts are provided below.

Response C-40 The delay shown in Table ES-2 for Orange Street/Vine Street is the approach delay for the worst movement, in this case the southbound approach. The capacity of a shared lane, such as the southbound approach, is calculated based on the traffic volumes and overall movement capacity. Therefore, the capacity of a shared lane is changed when traffic volumes are added to the intersection. Because the relative change in traffic volumes with the project is small, changes in the shared lane capacity can result in minor reductions in delay on specific movements, such as is seen on the southbound approach when the project traffic is added. The average delay for the entire intersection is not reported, because LOS at a two-way stop controlled intersection is based on the delay of the worst movement. However, it should be noted that the average delay at the intersection is increased when the project is added.

Response C-41 Please see the response to Comment 1.

Response C-42 The intention of the truck turning templates is to demonstrate that trucks can maneuver in and out of the driveways without encroaching on adjacent sidewalks, curbs or

landscape areas. It is acknowledged that large trucks would utilize the entire driveway (both inbound and outbound sides. When a large truck is entering or exiting, it would be necessary for other vehicles to wait. During the PM peak hour, there would be 12 inbound and 3 outbound trucks, or one truck every four minutes. Trucks would enter and exit the site via the driveways on Vine Street, which is a cul-de-sac and only serves adjacent land uses. The highest existing hourly volume on Vine Street is 13 vehicles during the PM peak hour, or approximately one vehicle every 4.6 minutes. When project trucks and existing traffic are combined, there would be approximately one vehicle every 2 minutes. Interference with other vehicles will be minimal.

Response C-43 The north half of Vine Street would only serve the north driveway to the project as there are no driveways to the adjacent site to the east in the vicinity of the subject driveway. Therefore, the only other cars and trucks that may be inconvenienced by waiting for a truck entering or exiting the site would be those destined to the project. Please also see the response to Comment 3.

Response C-44 Inbound trucks at the north project driveway have a large turn radius as a result of the location of the driveway at the west side of the cul-de-sac. It is not necessary to show the turning radius as there is a larger turn radius at this driveway than at other project driveways, which are sufficient for inbound trucks.

Response C-45 The drive aisle from the truck court on the east side of the site plan to the parking lots on the west side of the site plan is intended only for passenger car and emergency vehicles use. Trucks will be restricted from using this drive aisle using signs and pavement marking as necessary.

Response C-46 Condition of Approval 21 requires that access points to the facility remain unobstructed at all time, except for a driveway access gate which may be closed after normal working hours. The stacking distance between the security gate and the curb on Vine Street is 37 feet, which would be inadequate to queue a truck with semi-trailer, however trucks would be able to turn into the site unobstructed during normal working hours with implementation of Condition 21.

Response C-47 During the scoping process, the County agreed that 2035 was an appropriate horizon year for the buildout year analysis. The 2035 traffic volumes were forecast using the latest SBTAM traffic model. A growth factor was determined using the 2040 traffic volumes and the growth factor was used to forecast 2035 traffic volumes. The buildout year 2035 traffic volumes were compared to the forecast 2040 traffic conditions in the Supplemental Traffic Operations Report prepared for the I-10/Cedar Interchange project. The volumes were found to be consistent and therefore appropriate for use in the project traffic impact analysis.

Response C-48 It is acknowledged that the posted speed limit on Cedar Avenue is 25 miles per hour when children are present. This does not change the conclusions of the traffic analysis.

Response C-49 It is acknowledged that the posted speed limit on Slover Avenue is 25 miles per hour when children are present. This does not change the conclusions of the traffic analysis.

Response C-50 As noted in the comment, vehicles will make eastbound left-turns into the project site during the peak hours. As shown in Exhibit 13, 33 vehicles during the AM peak hour and 11 vehicles during the PM peak hour will make this turn. This condition has been analyzed in the study, and it has been demonstrated that vehicles can enter and exit the project driveway during peak hours without creating a back-up. It should also be noted that Slover Mountain High School starts at 9:30 AM and ends at 3:10 PM. Students would arrive and depart Slover Mountain High School outside of the peak hours and would not coincide with the peak hour of traffic generated by the proposed project.

Response C-51 As noted in the comment, vehicles will make eastbound left-turns Onto Vine Street during the peak hours. As shown in Exhibit 13, 26 vehicles during the AM peak hour and 8 vehicles during the PM peak hour will make this turn. This condition has been analyzed in the study, and it has been demonstrated that vehicles can enter and exit the project driveway during peak hours without creating a back-up. It should also be noted that Slover Mountain High School starts at 9:30 AM and ends at 3:10 PM. Students would arrive and depart Slover Mountain High School outside of the peak hours and would not coincide with the peak hour of traffic generated by the proposed project.

Response C-52 According to the Colton Joint Unified School District 2016-2017 School Calendar, Colton Joint Unified School District schools, including Slover Mountain High School, were open on September 1, 2016.

Response C-53 Project Driveway #3 would be aligned with the driveway on the opposite side of Vine Street. According to daily traffic counts taken on Vine Street, there are approximately 13 vehicles in the AM peak hour and 4 vehicles in the PM peak hour that utilize the existing driveway. There were no vehicles observed using the south driveway into the Verizon facility during the peak hour. The analysis concluded that the intersection of Vine Street/Project Driveway #3 would operate at LOS A in all analysis scenarios. The addition of 13 AM or 4 PM peak hour trips would not cause an operational deficiency and would therefore not change the conclusions of the study.

Response C-54 The regional truck trip distribution is the same as the passenger car trip distribution. This accounts for the possibility that there could be local distribution trips and provides a more conservative analysis of truck trips on the local roadways. The trip distribution was reviewed and approved by County staff as documented in the approved Traffic Impact Analysis Scoping Agreement provided in Appendix A.

Response C-55 As shown in the project trip distribution, approximately 5 percent of vehicles would be distributed east on Orange Street. When this is applied to the vehicle trip generation it would be less than three trips. This is a nominal number of trips and would not result in a change in the conclusions if the trips were correctly added to and from the east on Orange Street.

Response C-56 It is acknowledged that the PM peak hour inbound and outbound trips on page 36 do not add up. However, the calculation is of by 2 trips, which is 0.1 percent of the total and is due to rounding. No correction in the analysis is required.

Response C-57 Cumulative development projects were obtained from the County of San Bernardino, and Cities of Fontana and Rialto. The projects were reviewed to determine whether each project would add measurable traffic to the study area intersections. In some cases, cumulative projects were not included in the final list because they were too far away from the project, did not add trips to the project study area, or would generate too few trips to be significant. In addition to project trips, an ambient growth rate of 1.1% per year (3.3% total) was used, which accounts for traffic that could be generated by projects that were not included in the list.

Response C-58 Please see the response to Comment 18. In addition, the comment references 8 projects but does not provide any descriptive information about the projects that would substantiate them being included in the study area, such as project location, land use or size. It should be noted that at least one of the project referenced, West Valley Logistics Center Specific Plan, was included in the Cumulative projects evaluated in the traffic impact analysis.

Response C-59 The SBTAM model includes the planned interchange at I-10/Alder Avenue, which would divert some traffic from Cedar Avenue. The daily traffic volumes on Cedar are higher in the Opening Year 2019 condition because these volumes are based on existing traffic volumes and do not consider any diversion of traffic to a future interchange at Alder Avenue.

Response C-60 The SBTAM model plots can be downloaded using the following link: https://www.dropbox.com/s/y5iqthccqp3qloa/SBTAM%20Plots.pdf?dl=0

Response C-61 The scope of the traffic study was determined in consultation with County of San Bernardino staff and the study was prepared according to the approved Traffic Impact Analysis Scoping Agreement provided in Appendix A. A queuing analysis was not requested by the County during the scoping process and not required by the approved scoping agreement.

Response C-62 Caltrans has reviewed the Traffic Impact Analysis and provided comments dated March 21, 2017. Caltrans did not request a merge/diverge analysis for the Cedar Avenue/I-10 Freeway ramps during their review of the study.

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RESPONSE C-2 – DISTURBANCE AREA MODELED

The project's disturbance area of 3.5 acres daily is related directly to guidance promulgated by the South Coast Air Quality Management District (SCAQMD) titled *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.* This fact sheet describes how construction emissions disturbance area is based on the number and type of equipment hours which correlates to the maximum soil disturbance activity for each piece of equipment. The MND correctly applies the SCAQMD's fact sheet and based on the equipment list, 3.5 acres per day would be actively disturbed (graded). The equipment assumptions in the modeling for the MND are based on reasonable estimates per CEQA. No additional mitigation measures are required and no changes to the MND are required.

RESPONSE C-21 – CALEEMOD MODEL RUNS AND TRIP LENGTH

The MND currently uses a weighted average trip length of 16.6 miles and is appropriate for use. The underlying assumptions of the weighted average generally correlate to information provided by the Southern California Association of Governments (SCAG) which indicates the average internal truck trip length for the SCAG region is 5.92 miles for Light Duty Trucks, 13.06 miles for Medium Duty Trucks, and 24.11 miles for Heavy Duty Trucks.

Notwithstanding, supplemental modeling runs breaking out passenger car and truck emissions have been prepared. In this supplemental modeling, a 40-mile one-way trip length has been assigned to all trucks. As shown on Table X, this does not result in any changes to the conclusions presented in the MND as the Project would still result in a less than significant impact when compared to the applicable regional emissions thresholds for all pollutants.

RESPONSE C-22 – FORKLIFT EMISSIONS

The technical air quality report includes a mitigation measure MM-1 that states: "All service equipment (e.g., forklifts) used within the site shall be electric or compressed natural-gas powered." The inclusion of the MM will be clarified in the MND and subsequent project approvals. For clarity, this measure will be made a project design feature/requirement of the Project.

RESPONSE C-23 – HRA DPM EMISSIONS

The commenter provides no basis for their assertion that PM10 truck exhaust rates be used in lieu of PM2.5 as a surrogate for diesel particulate matter (DPM). Furthermore, the SCAQMD has reviewed the HRA and MND and has not asked that it be revised to use PM10 as a surrogate for DPM.

RESPONSE C-35 – GHG LONG-TERM REDUCTIONS

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively (discussed above) the 2050 target of Executive Order S-3-05 has not been codified. Accordingly, the 2050 reduction target has not

been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target. CARB is currently in the process of developing the update of the Scoping Plan that will provide guidance as to the 2030 reduction target required by SB 32.

In 2017, the California Supreme Court examined the need to use the Executive Order S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (*Cleveland National*). The case arose from SANDAG's adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy, as required by SB 375. On review, the Supreme Court held that SANDAG did not violate CEQA by not considering the Executive Order S-3-05 2050 reduction target.

As explained above, the 2050 reduction target of Executive Order S-3-05 has not been codified, unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively. Accordingly, the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

Further, the Project is much smaller in size and scope in comparison to the Regional Transportation Plan examined in *Cleveland National*. In that case, the California Supreme Court held that SANDAG did not violate CEQA by not considering the Executive Order S-3-05 2050 reduction target.

Accordingly, there is no information presently available to assess the Project's consistency with regard to the 2050 target of Executive Order S-3-05.

TABLE X: LONG-TERM OPERATIONAL EMISSIONS

Source	Pollutant (pounds/day)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)
Summer Emissions						
Area Source	4.23	0.00	0.04	0.00	0.00	0.00
Energy Use	0.01	0.10	0.09	0.00	0.00	0.00
Mobile Source (Passenger Cars)	0.21	0.25	3.50	0.01	1.21	0.33
Mobile Source (Trucks)	0.96	31.35	6.15	0.10	3.21	1.06
Offroad (Forklifts)	0.64	5.71	4.78	0.00	0.44	0.41
Total	**6.05**	**37.41**	**14.56**	**0.11**	**4.86**	**1.80**
Winter Emissions						
Area Source	4.23	0.00	0.04	0.00	0.00	0.00
Energy Use	0.01	0.10	0.09	0.00	0.00	0.00
Mobile Source (Passenger Cars)	0.17	0.26	2.87	0.00	1.21	0.33
Mobile Source (Trucks)	0.99	31.90	6.63	0.10	3.21	1.06
Offroad (Forklifts)	0.64	5.71	4.78	0.00	0.44	0.41
Total	**6.04**	**37.97**	**14.41**	**0.10**	**4.86**	**1.80**
Potentially Significant Impact Threshold (Daily Emissions)	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Daily Threshold?	No	No	No	No	No	No

Notes:
1. Emissions calculated using CalEEMod version 2016.3.2.

Refer to Appendix A for daily emission model outputs.

Cedar Avenue Technology Park (Passenger Cars)

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Cedar Avenue Technology Park (Passenger Cars) - San Bernardino-South Coast County, Summer

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Passenger Car run only.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	PhaseEndDate	12/18/2018	10/8/2019
tblConstructionPhase	PhaseEndDate	1/15/2019	8/6/2019
tblEnergyUse	LightingElect	0.35	0.88
tblEnergyUse	LightingElect	1.17	1.20
tblEnergyUse	T24E	0.37	0.39
tblEnergyUse	T24NG	2.00	2.02
tblFleetMix	HHD	0.06	0.00

tblFleetMix	LDA	0.54	1.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.00
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblVehicleTrips	ST_TR	1.68	0.73
tblVehicleTrips	SU_TR	1.68	0.73
tblVehicleTrips	WD_TR	1.68	0.73

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	5.0923	52.3681	24.6114	0.0403	18.2675	2.8800	21.1475	9.9840	2.6496	12.6337	0.0000	4,118.4884	4,118.4884	1.2025	0.0000	4,148.5516
2018	13.0833	32.6367	29.2925	0.0673	6.7200	1.5723	8.2725	3.4120	1.4787	4.8402	0.0000	6,753.3985	6,753.3985	0.9369	0.0000	6,774.8496
2019	12.8321	17.2766	18.9986	0.0316	0.5589	0.9571	1.5160	0.1482	0.8908	1.0391	0.0000	3,121.6585	3,121.6585	0.7574	0.0000	3,140.5940
Maximum	**13.0833**	**52.3681**	**29.2925**	**0.0673**	**18.2675**	**2.8800**	**21.1475**	**9.9840**	**2.6496**	**12.6337**	**0.0000**	**6,753.3985**	**6,753.3985**	**1.2025**	**0.0000**	**6,774.8496**

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	5.0923	52.3681	24.6114	0.0403	6.1202	2.8800	9.0002	3.3282	2.6496	5.9778	0.0000	4,118.4884	4,118.4884	1.2025	0.0000	4,148.5516
2018	13.0833	32.6367	29.2925	0.0673	2.2815	1.5723	3.8339	1.1465	1.4787	2.5748	0.0000	6,753.3985	6,753.3985	0.9369	0.0000	6,774.8496
2019	12.8321	17.2766	18.9986	0.0316	0.3645	0.9571	1.3216	0.1005	0.8908	0.9914	0.0000	3,121.6585	3,121.6585	0.7574	0.0000	3,140.5940
Maximum	**13.0833**	**52.3681**	**29.2925**	**0.0673**	**6.1202**	**2.8800**	**9.0002**	**3.3282**	**2.6496**	**5.9778**	**0.0000**	**6,753.3985**	**6,753.3985**	**1.2025**	**0.0000**	**6,774.8496**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**65.69**	**0.00**	**54.24**	**66.22**	**0.00**	**48.45**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.2111	0.2496	3.4984	0.0110	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		1,100.1624	1,100.1624	0.0253		1,100.7960
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.0944**	**6.0650**	**8.4037**	**0.0178**	**1.2065**	**0.4573**	**1.6638**	**0.3198**	**0.4214**	**0.7412**		**1,827.6237**	**1,827.6237**	**0.2194**	**2.2400e-003**	**1,833.7766**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.2111	0.2496	3.4984	0.0110	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		1,100.1624	1,100.1624	0.0253		1,100.7960
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.0944**	**6.0650**	**8.4037**	**0.0178**	**1.2065**	**0.4573**	**1.6638**	**0.3198**	**0.4214**	**0.7412**		**1,827.6237**	**1,827.6237**	**0.2194**	**2.2400e-003**	**1,833.7766**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Cedar Avenue Technology Park (Passenger Cars) - San Bernardino-South Coast County, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/22/2017	12/5/2017	5	10	
2	Grading	Grading	12/6/2017	1/2/2018	5	20	
3	Building Construction	Building Construction	1/3/2018	11/20/2018	5	230	
4	Paving	Paving	11/21/2018	10/8/2019	5	230	
5	Architectural Coating	Architectural Coating	12/19/2018	8/6/2019	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (Architectural Coating – sqft)

OffRoad Equipment

Cedar Avenue Technology Park (Passenger Cars) - San Bernardino-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272		2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**6.5523**	**1.5513**	**8.1037**	**3.3675**	**1.4272**	**4.7947**		**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.3 Grading - 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	0.0979	0.0673	0.8434	1.8200e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**2.1721**	**1.5513**	**3.7234**	**1.1163**	**1.4272**	**2.5435**	**0.0000**	**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.3 Grading - 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	0.0979	0.0673	0.8434	1.8200e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.4420	0.0587	0.5007	0.1273	0.0562	0.1834		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**2.4092**	**0.0724**	**2.4816**	**0.6490**	**0.0688**	**0.7178**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.3161	0.0587	0.3748	0.0964	0.0562	0.1525		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**1.5992**	**0.0724**	**1.6716**	**0.4502**	**0.0688**	**0.5189**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

3.5 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4951**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**		**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.5 Paving - 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	0.0889	0.0592	0.7477	1.7600e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		174.9624	174.9624	5.8700e-003		175.1091
Total	**0.0889**	**0.0592**	**0.7477**	**1.7600e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**174.9624**	**174.9624**	**5.8700e-003**		**175.1091**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4951**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**	**0.0000**	**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.5 Paving - 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	0.0889	0.0592	0.7477	1.7600e-003	0.1094	1.1300e-003	0.1105	0.0302	1.0400e-003	0.0312		174.9624	174.9624	5.8700e-003		175.1091
Total	**0.0889**	**0.0592**	**0.7477**	**1.7600e-003**	**0.1094**	**1.1300e-003**	**0.1105**	**0.0302**	**1.0400e-003**	**0.0312**		**174.9624**	**174.9624**	**5.8700e-003**		**175.1091**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.0423
Total	**11.0406**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2075	0.1380	1.7447	4.1000e-003	0.3912	2.6300e-003	0.3939	0.1038	2.4200e-003	0.1062		408.2456	408.2456	0.0137		408.5878
Total	**0.2075**	**0.1380**	**1.7447**	**4.1000e-003**	**0.3912**	**2.6300e-003**	**0.3939**	**0.1038**	**2.4200e-003**	**0.1062**		**408.2456**	**408.2456**	**0.0137**		**408.5878**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**11.0406**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2075	0.1380	1.7447	4.1000e-003	0.2552	2.6300e-003	0.2578	0.0704	2.4200e-003	0.0728		408.2456	408.2456	0.0137		408.5878
Total	**0.2075**	**0.1380**	**1.7447**	**4.1000e-003**	**0.2552**	**2.6300e-003**	**0.2578**	**0.0704**	**2.4200e-003**	**0.0728**		**408.2456**	**408.2456**	**0.0137**		**408.5878**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2111	0.2496	3.4984	0.0110	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		1,100.1624	1,100.1624	0.0253		1,100.7960
Unmitigated	0.2111	0.2496	3.4984	0.0110	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		1,100.1624	1,100.1624	0.0253		1,100.7960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	134.88	134.88	134.88	578,066	578,066
Total	134.88	134.88	134.88	578,066	578,066

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park (Trucks)

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	NumDays	20.00	165.00
tblEnergyUse	LightingElect	0.35	0.88
tblEnergyUse	LightingElect	1.17	1.20
tblEnergyUse	T24E	0.37	0.39
tblEnergyUse	T24NG	2.00	2.02
tblFleetMix	HHD	0.06	0.60
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.04	0.00

tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.17
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.23
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	ST_TR	1.68	0.73
tblVehicleTrips	SU_TR	1.68	0.73
tblVehicleTrips	WD_TR	1.68	0.73

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	18.1771	59.6340	51.6733	0.1000	18.2675	3.2132	21.1475	9.9840	3.0071	12.6337	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	2.9681	2.6828	5.6509	0.7972	2.5125	3.3097	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**18.2675**	**3.2132**	**21.1475**	**9.9840**	**3.0071**	**12.6337**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

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	18.1771	59.6340	51.6733	0.1000	6.1202	3.2132	9.0002	3.3282	3.0071	5.9778	0.0000	10,079.7734	10,079.7734	1.6561	0.0000	10,121.1772
2018	17.1891	52.3876	48.7545	0.0992	1.9637	2.6828	4.6466	0.5507	2.5125	3.0632	0.0000	9,932.6501	9,932.6501	1.6212	0.0000	9,973.1804
Maximum	**18.1771**	**59.6340**	**51.6733**	**0.1000**	**6.1202**	**3.2132**	**9.0002**	**3.3282**	**3.0071**	**5.9778**	**0.0000**	**10,079.7734**	**10,079.7734**	**1.6561**	**0.0000**	**10,121.1772**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.08**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.9640	31.3483	6.1543	0.1017	2.9859	0.2245	3.2104	0.8432	0.2148	1.0580		10,732.9541	10,732.9541	0.4363		10,743.8611
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.8472**	**37.1637**	**11.0597**	**0.1084**	**2.9859**	**0.6750**	**3.6608**	**0.8432**	**0.6298**	**1.4730**		**11,460.4154**	**11,460.4154**	**0.6304**	**2.2400e-003**	**11,476.8418**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.9640	31.3483	6.1543	0.1017	2.9859	0.2245	3.2104	0.8432	0.2148	1.0580		10,732.9541	10,732.9541	0.4363		10,743.8611
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.8472**	**37.1637**	**11.0597**	**0.1084**	**2.9859**	**0.6750**	**3.6608**	**0.8432**	**0.6298**	**1.4730**		**11,460.4154**	**11,460.4154**	**0.6304**	**2.2400e-003**	**11,476.8418**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Cedar Avenue Technology Park (Trucks) - San Bernardino-South Coast County, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1315	0.0928	1.1561	2.2500e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		223.5383	223.5383	9.1200e-003		223.7664
Total	**0.1315**	**0.0928**	**1.1561**	**2.2500e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**223.5383**	**223.5383**	**9.1200e-003**		**223.7664**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.4420	0.0746	0.5166	0.1273	0.0714	0.1986		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**2.4092**	**0.0888**	**2.4980**	**0.6490**	**0.0845**	**0.7335**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3189	9.0119	2.0758	0.0191	0.3161	0.0746	0.3907	0.0964	0.0714	0.1677		2,010.0516	2,010.0516	0.1447		2,013.6681
Worker	1.2859	0.9070	11.3037	0.0220	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		2,185.7081	2,185.7081	0.0892		2,187.9382
Total	**1.6049**	**9.9189**	**13.3795**	**0.0411**	**1.5992**	**0.0888**	**1.6880**	**0.4502**	**0.0845**	**0.5346**		**4,195.7597**	**4,195.7597**	**0.2339**		**4,201.6063**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.4420	0.0587	0.5007	0.1273	0.0562	0.1834		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**2.4092**	**0.0724**	**2.4816**	**0.6490**	**0.0688**	**0.7178**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2781	8.4572	1.8157	0.0191	0.3161	0.0587	0.3748	0.0964	0.0562	0.1525		2,007.3890	2,007.3890	0.1376		2,010.8293
Worker	1.1482	0.7895	9.8964	0.0214	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		2,125.0744	2,125.0744	0.0783		2,127.0320
Total	**1.4263**	**9.2467**	**11.7120**	**0.0404**	**1.5992**	**0.0724**	**1.6716**	**0.4502**	**0.0688**	**0.5189**		**4,132.4634**	**4,132.4634**	**0.2159**		**4,137.8613**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1096	0.0773	0.9634	1.8800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		186.2819	186.2819	7.6000e-003		186.4720
Total	**0.1096**	**0.0773**	**0.9634**	**1.8800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**186.2819**	**186.2819**	**7.6000e-003**		**186.4720**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0979	0.0673	0.8434	1.8200e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		181.1143	181.1143	6.6700e-003		181.2811
Total	**0.0979**	**0.0673**	**0.8434**	**1.8200e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**181.1143**	**181.1143**	**6.6700e-003**		**181.2811**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2557	0.1804	2.2479	4.3800e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		434.6579	434.6579	0.0177		435.1014
Total	**0.2557**	**0.1804**	**2.2479**	**4.3800e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**434.6579**	**434.6579**	**0.0177**		**435.1014**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2283	0.1570	1.9680	4.2500e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		422.6000	422.6000	0.0156		422.9893
Total	**0.2283**	**0.1570**	**1.9680**	**4.2500e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**422.6000**	**422.6000**	**0.0156**		**422.9893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9640	31.3483	6.1543	0.1017	2.9859	0.2245	3.2104	0.8432	0.2148	1.0580		10,732.9541	10,732.9541	0.4363		10,743.8611
Unmitigated	0.9640	31.3483	6.1543	0.1017	2.9859	0.2245	3.2104	0.8432	0.2148	1.0580		10,732.9541	10,732.9541	0.4363		10,743.8611

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	134.88	134.88	134.88	1,210,147	1,210,147
Total	134.88	134.88	134.88	1,210,147	1,210,147

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	40.00	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.169000	0.227000	0.604000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park (Passenger Cars)

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Passenger Car run only.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	NumDays	20.00	165.00
tblConstructionPhase	PhaseEndDate	12/18/2018	10/8/2019
tblConstructionPhase	PhaseEndDate	1/15/2019	8/6/2019
tblEnergyUse	LightingElect	0.35	0.88
tblEnergyUse	LightingElect	1.17	1.20
tblEnergyUse	T24E	0.37	0.39
tblEnergyUse	T24NG	2.00	2.02
tblFleetMix	HHD	0.06	0.00

tblFleetMix	LDA	0.54	1.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.00
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblVehicleTrips	ST_TR	1.68	0.73
tblVehicleTrips	SU_TR	1.68	0.73
tblVehicleTrips	WD_TR	1.68	0.73

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	5.0919	52.3732	24.4124	0.0401	18.2675	2.8800	21.1475	9.9840	2.6496	12.6337	0.0000	4,095.5408	4,095.5408	1.2015	0.0000	4,125.5772
2018	13.0824	32.6428	27.8127	0.0644	6.7200	1.5730	8.2725	3.4120	1.4794	4.8402	0.0000	6,458.2401	6,458.2401	0.9361	0.0000	6,479.7997
2019	12.8316	17.2870	18.5585	0.0310	0.5589	0.9571	1.5160	0.1482	0.8908	1.0391	0.0000	3,061.6408	3,061.6408	0.7550	0.0000	3,080.5165
Maximum	**13.0824**	**52.3732**	**27.8127**	**0.0644**	**18.2675**	**2.8800**	**21.1475**	**9.9840**	**2.6496**	**12.6337**	**0.0000**	**6,458.2401**	**6,458.2401**	**1.2015**	**0.0000**	**6,479.7997**

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	5.0919	52.3732	24.4124	0.0401	6.1202	2.8800	9.0002	3.3282	2.6496	5.9778	0.0000	4,095.5408	4,095.5408	1.2015	0.0000	4,125.5772
2018	13.0824	32.6428	27.8127	0.0644	2.2815	1.5730	3.8339	1.1465	1.4794	2.5748	0.0000	6,458.2401	6,458.2401	0.9361	0.0000	6,479.7997
2019	12.8316	17.2870	18.5585	0.0310	0.3645	0.9571	1.3216	0.1005	0.8908	0.9914	0.0000	3,061.6408	3,061.6408	0.7550	0.0000	3,080.5165
Maximum	**13.0824**	**52.3732**	**27.8127**	**0.0644**	**6.1202**	**2.8800**	**9.0002**	**3.3282**	**2.6496**	**5.9778**	**0.0000**	**6,458.2401**	**6,458.2401**	**1.2015**	**0.0000**	**6,479.7997**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**65.69**	**0.00**	**54.24**	**66.22**	**0.00**	**48.45**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.1720	0.2607	2.8663	9.8700e-003	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		984.8248	984.8248	0.0223		985.3821
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.0552**	**6.0761**	**7.7717**	**0.0166**	**1.2065**	**0.4573**	**1.6638**	**0.3198**	**0.4214**	**0.7412**		**1,712.2861**	**1,712.2861**	**0.2164**	**2.2400e-003**	**1,718.3627**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.1720	0.2607	2.8663	9.8700e-003	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		984.8248	984.8248	0.0223		985.3821
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.0552**	**6.0761**	**7.7717**	**0.0166**	**1.2065**	**0.4573**	**1.6638**	**0.3198**	**0.4214**	**0.7412**		**1,712.2861**	**1,712.2861**	**0.2164**	**2.2400e-003**	**1,718.3627**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/22/2017	12/5/2017	5	10	
2	Grading	Grading	12/6/2017	1/2/2018	5	20	
3	Building Construction	Building Construction	1/3/2018	11/20/2018	5	230	
4	Paving	Paving	11/21/2018	10/8/2019	5	230	
5	Architectural Coating	Architectural Coating	12/19/2018	8/6/2019	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (Architectural Coating – sqft)

OffRoad Equipment

Cedar Avenue Technology Park (Passenger Cars) - San Bernardino-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272		2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**6.5523**	**1.5513**	**8.1037**	**3.3675**	**1.4272**	**4.7947**		**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.3 Grading - 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	0.0976	0.0709	0.6959	1.6300e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**2.1721**	**1.5513**	**3.7234**	**1.1163**	**1.4272**	**2.5435**	**0.0000**	**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.3 Grading - 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	0.0976	0.0709	0.6959	1.6300e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.4420	0.0595	0.5014	0.1273	0.0569	0.1842		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**2.4092**	**0.0731**	**2.4824**	**0.6490**	**0.0695**	**0.7185**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.3161	0.0595	0.3755	0.0964	0.0569	0.1533		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**1.5992**	**0.0731**	**1.6724**	**0.4502**	**0.0695**	**0.5197**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

3.5 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4951**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**		**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.5 Paving - 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	0.0888	0.0623	0.6157	1.5800e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		156.9571	156.9571	5.1500e-003		157.0858
Total	**0.0888**	**0.0623**	**0.6157**	**1.5800e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**156.9571**	**156.9571**	**5.1500e-003**		**157.0858**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4951**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**	**0.0000**	**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.5 Paving - 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	0.0888	0.0623	0.6157	1.5800e-003	0.1094	1.1300e-003	0.1105	0.0302	1.0400e-003	0.0312		156.9571	156.9571	5.1500e-003		157.0858
Total	**0.0888**	**0.0623**	**0.6157**	**1.5800e-003**	**0.1094**	**1.1300e-003**	**0.1105**	**0.0302**	**1.0400e-003**	**0.0312**		**156.9571**	**156.9571**	**5.1500e-003**		**157.0858**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.0423
Total	**11.0406**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2072	0.1453	1.4366	3.6800e-003	0.3912	2.6300e-003	0.3939	0.1038	2.4200e-003	0.1062		366.2332	366.2332	0.0120		366.5336
Total	**0.2072**	**0.1453**	**1.4366**	**3.6800e-003**	**0.3912**	**2.6300e-003**	**0.3939**	**0.1038**	**2.4200e-003**	**0.1062**		**366.2332**	**366.2332**	**0.0120**		**366.5336**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**11.0406**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.6 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2072	0.1453	1.4366	3.6800e-003	0.2552	2.6300e-003	0.2578	0.0704	2.4200e-003	0.0728		366.2332	366.2332	0.0120		366.5336
Total	**0.2072**	**0.1453**	**1.4366**	**3.6800e-003**	**0.2552**	**2.6300e-003**	**0.2578**	**0.0704**	**2.4200e-003**	**0.0728**		**366.2332**	**366.2332**	**0.0120**		**366.5336**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1720	0.2607	2.8663	9.8700e-003	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		984.8248	984.8248	0.0223		985.3821
Unmitigated	0.1720	0.2607	2.8663	9.8700e-003	1.2065	6.8200e-003	1.2133	0.3198	6.2800e-003	0.3261		984.8248	984.8248	0.0223		985.3821

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	134.88	134.88	134.88	578,066	578,066
Total	134.88	134.88	134.88	578,066	578,066

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Cedar Avenue Technology Park (Trucks)

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.77	1000sqft	4.24	184,770.00	0
Other Asphalt Surfaces	17.32	1000sqft	0.40	17,320.00	0
Other Non-Asphalt Surfaces	77.85	1000sqft	1.79	77,850.00	0
Parking Lot	138.25	1000sqft	3.17	138,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Accounts for warehouse, future road expansion, parking lot, & landscaped areas

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Trip generation per Traffic Impact Analysis

Land Use Change -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Operational Off-Road Equipment - 4 forklifts

Fleet Mix - Traffic fleet mix per Traffic Impact Analysis

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	40
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	230.00
tblConstructionPhase	NumDays	20.00	165.00
tblEnergyUse	LightingElect	0.35	0.88
tblEnergyUse	LightingElect	1.17	1.20
tblEnergyUse	T24E	0.37	0.39
tblEnergyUse	T24NG	2.00	2.02
tblFleetMix	HHD	0.06	0.60
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.04	0.00

tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.6710e-003	0.17
tblFleetMix	MCY	6.2440e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	1.1630e-003	0.00
tblFleetMix	MHD	0.02	0.23
tblFleetMix	OBUS	1.3260e-003	0.00
tblFleetMix	SBUS	8.2300e-004	0.00
tblFleetMix	UBUS	1.7150e-003	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblVehicleTrips	CW_TL	16.60	40.00
tblVehicleTrips	ST_TR	1.68	0.73
tblVehicleTrips	SU_TR	1.68	0.73
tblVehicleTrips	WD_TR	1.68	0.73

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	18.1858	59.6758	49.4322	0.0964	18.2675	3.2142	21.1475	9.9840	3.0080	12.6337	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	2.9681	2.6836	5.6517	0.7972	2.5132	3.3104	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**18.2675**	**3.2142**	**21.1475**	**9.9840**	**3.0080**	**12.6337**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

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	18.1858	59.6758	49.4322	0.0964	6.1202	3.2142	9.0002	3.3282	3.0080	5.9778	0.0000	9,716.8436	9,716.8436	1.6563	0.0000	9,758.2511
2018	17.1978	52.4057	46.7831	0.0956	1.9637	2.6836	4.6473	0.5507	2.5132	3.0639	0.0000	9,575.3923	9,575.3923	1.6229	0.0000	9,615.9641
Maximum	**18.1858**	**59.6758**	**49.4322**	**0.0964**	**6.1202**	**3.2142**	**9.0002**	**3.3282**	**3.0080**	**5.9778**	**0.0000**	**9,716.8436**	**9,716.8436**	**1.6563**	**0.0000**	**9,758.2511**

	ROG	**NOx**	**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	**0.00**	**0.00**	**0.00**	**0.00**	**61.93**	**0.00**	**49.07**	**64.02**	**0.00**	**43.29**	**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	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.9894	31.8988	6.6344	0.1000	2.9859	0.2259	3.2117	0.8432	0.2161	1.0593		10,554.6066	10,554.6066	0.4682		10,566.3114
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.8727**	**37.7142**	**11.5397**	**0.1068**	**2.9859**	**0.6763**	**3.6622**	**0.8432**	**0.6311**	**1.4743**		**11,282.0679**	**11,282.0679**	**0.6623**	**2.2400e-003**	**11,299.2920**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Energy	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Mobile	0.9894	31.8988	6.6344	0.1000	2.9859	0.2259	3.2117	0.8432	0.2161	1.0593		10,554.6066	10,554.6066	0.4682		10,566.3114
Offroad	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**5.8727**	**37.7142**	**11.5397**	**0.1068**	**2.9859**	**0.6763**	**3.6622**	**0.8432**	**0.6311**	**1.4743**		**11,282.0679**	**11,282.0679**	**0.6623**	**2.2400e-003**	**11,299.2920**

	ROG	NOx	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	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	4/3/2017	4/14/2017	5	10	
2	Grading	Grading	4/15/2017	5/12/2017	5	20	
3	Building Construction	Building Construction	5/13/2017	3/30/2018	5	230	
4	Paving	Paving	5/13/2017	3/30/2018	5	230	
5	Architectural Coating	Architectural Coating	8/13/2017	3/30/2018	5	165	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 5.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 277,155; Non-Residential Outdoor: 92,385; Striped Parking Area: 14,005 (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	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	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	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	176.00	69.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	35.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483		3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**18.0663**	**2.8786**	**20.9448**	**9.9307**	**2.6483**	**12.5790**		**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.2012	1.4500e-003	0.2027	0.0534	1.3400e-003	0.0547		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.2012**	**1.4500e-003**	**0.2027**	**0.0534**	**1.3400e-003**	**0.0547**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	4.9608	52.2754	23.4554	0.0380		2.8786	2.8786		2.6483	2.6483	0.0000	3,894.9500	3,894.9500	1.1934		3,924.7852
Total	**4.9608**	**52.2754**	**23.4554**	**0.0380**	**5.9890**	**2.8786**	**8.8675**	**3.2920**	**2.6483**	**5.9403**	**0.0000**	**3,894.9500**	**3,894.9500**	**1.1934**		**3,924.7852**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0979	0.9570	2.0200e-003	0.1312	1.4500e-003	0.1327	0.0362	1.3400e-003	0.0375		200.5907	200.5907	8.0500e-003		200.7920
Total	**0.1311**	**0.0979**	**0.9570**	**2.0200e-003**	**0.1312**	**1.4500e-003**	**0.1327**	**0.0362**	**1.3400e-003**	**0.0375**		**200.5907**	**200.5907**	**8.0500e-003**		**200.7920**

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					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352		3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**6.5523**	**1.7774**	**8.3298**	**3.3675**	**1.6352**	**5.0027**		**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1721	0.0000	2.1721	1.1163	0.0000	1.1163			0.0000			0.0000
Off-Road	3.0705	33.8868	17.1042	0.0297		1.7774	1.7774		1.6352	1.6352	0.0000	3,037.9107	3,037.9107	0.9308		3,061.1809
Total	**3.0705**	**33.8868**	**17.1042**	**0.0297**	**2.1721**	**1.7774**	**3.9495**	**1.1163**	**1.6352**	**2.7516**	**0.0000**	**3,037.9107**	**3,037.9107**	**0.9308**		**3,061.1809**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.4 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791		2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**		**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.4420	0.0755	0.5175	0.1273	0.0723	0.1995		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.9673	0.0142	1.9815	0.5217	0.0131	0.5348		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**2.4092**	**0.0897**	**2.4990**	**0.6490**	**0.0854**	**0.7343**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1149	26.5546	18.1825	0.0269		1.7879	1.7879		1.6791	1.6791	0.0000	2,650.9797	2,650.9797	0.6531		2,667.3078
Total	**3.1149**	**26.5546**	**18.1825**	**0.0269**		**1.7879**	**1.7879**		**1.6791**	**1.6791**	**0.0000**	**2,650.9797**	**2,650.9797**	**0.6531**		**2,667.3078**

3.4 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	0.3327	8.9898	2.3342	0.0184	0.3161	0.0755	0.3916	0.0964	0.0723	0.1686		1,935.2417	1,935.2417	0.1583		1,939.1984
Worker	1.2820	0.9568	9.3571	0.0197	1.2832	0.0142	1.2973	0.3538	0.0131	0.3669		1,961.3315	1,961.3315	0.0787		1,963.2996
Total	**1.6147**	**9.9466**	**11.6914**	**0.0381**	**1.5992**	**0.0897**	**1.6890**	**0.4502**	**0.0854**	**0.5355**		**3,896.5732**	**3,896.5732**	**0.2370**		**3,902.4980**

3.4 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.4420	0.0595	0.5014	0.1273	0.0569	0.1842		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.9673	0.0137	1.9809	0.5217	0.0126	0.5343		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**2.4092**	**0.0731**	**2.4824**	**0.6490**	**0.0695**	**0.7185**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.4 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	0.2911	8.4209	2.0668	0.0183	0.3161	0.0595	0.3755	0.0964	0.0569	0.1533		1,930.8204	1,930.8204	0.1514		1,934.6053
Worker	1.1448	0.8318	8.1655	0.0192	1.2832	0.0137	1.2968	0.3538	0.0126	0.3664		1,906.4847	1,906.4847	0.0689		1,908.2062
Total	**1.4359**	**9.2527**	**10.2323**	**0.0375**	**1.5992**	**0.0731**	**1.6724**	**0.4502**	**0.0695**	**0.5197**		**3,837.3050**	**3,837.3050**	**0.2203**		**3,842.8115**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665		2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**		**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1677	1.2100e-003	0.1689	0.0445	1.1200e-003	0.0456		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1677**	**1.2100e-003**	**0.1689**	**0.0445**	**1.1200e-003**	**0.0456**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9449	20.7178	15.0320	0.0228		1.1592	1.1592		1.0665	1.0665	0.0000	2,330.6461	2,330.6461	0.7141		2,348.4988
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9856**	**20.7178**	**15.0320**	**0.0228**		**1.1592**	**1.1592**		**1.0665**	**1.0665**	**0.0000**	**2,330.6461**	**2,330.6461**	**0.7141**		**2,348.4988**

3.5 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	0.1093	0.0815	0.7975	1.6800e-003	0.1094	1.2100e-003	0.1106	0.0302	1.1200e-003	0.0313		167.1589	167.1589	6.7100e-003		167.3267
Total	**0.1093**	**0.0815**	**0.7975**	**1.6800e-003**	**0.1094**	**1.2100e-003**	**0.1106**	**0.0302**	**1.1200e-003**	**0.0313**		**167.1589**	**167.1589**	**6.7100e-003**		**167.3267**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797		2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**		**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1677	1.1600e-003	0.1688	0.0445	1.0700e-003	0.0455		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1677**	**1.1600e-003**	**0.1688**	**0.0445**	**1.0700e-003**	**0.0455**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.6437	17.5209	14.7964	0.0228		0.9561	0.9561		0.8797	0.8797	0.0000	2,294.0887	2,294.0887	0.7142		2,311.9432
Paving	0.0407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6844**	**17.5209**	**14.7964**	**0.0228**		**0.9561**	**0.9561**		**0.8797**	**0.8797**	**0.0000**	**2,294.0887**	**2,294.0887**	**0.7142**		**2,311.9432**

3.5 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	0.0976	0.0709	0.6959	1.6300e-003	0.1094	1.1600e-003	0.1105	0.0302	1.0700e-003	0.0312		162.4845	162.4845	5.8700e-003		162.6312
Total	**0.0976**	**0.0709**	**0.6959**	**1.6300e-003**	**0.1094**	**1.1600e-003**	**0.1105**	**0.0302**	**1.0700e-003**	**0.0312**		**162.4845**	**162.4845**	**5.8700e-003**		**162.6312**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.3912	2.8200e-003	0.3940	0.1038	2.6000e-003	0.1064		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.3912**	**2.8200e-003**	**0.3940**	**0.1038**	**2.6000e-003**	**0.1064**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4481	281.4481	0.0297		282.1909
Total	**11.1064**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.1909**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2549	0.1903	1.8608	3.9200e-003	0.2552	2.8200e-003	0.2580	0.0704	2.6000e-003	0.0730		390.0375	390.0375	0.0157		390.4289
Total	**0.2549**	**0.1903**	**1.8608**	**3.9200e-003**	**0.2552**	**2.8200e-003**	**0.2580**	**0.0704**	**2.6000e-003**	**0.0730**		**390.0375**	**390.0375**	**0.0157**		**390.4289**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.7741					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		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.3912	2.7200e-003	0.3939	0.1038	2.5000e-003	0.1063		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.3912**	**2.7200e-003**	**0.3939**	**0.1038**	**2.5000e-003**	**0.1063**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.7741					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	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**11.0728**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.1654	1.6238	3.8100e-003	0.2552	2.7200e-003	0.2579	0.0704	2.5000e-003	0.0729		379.1305	379.1305	0.0137		379.4728
Total	**0.2277**	**0.1654**	**1.6238**	**3.8100e-003**	**0.2552**	**2.7200e-003**	**0.2579**	**0.0704**	**2.5000e-003**	**0.0729**		**379.1305**	**379.1305**	**0.0137**		**379.4728**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9894	31.8988	6.6344	0.1000	2.9859	0.2259	3.2117	0.8432	0.2161	1.0593		10,554.6066	10,554.6066	0.4682		10,566.3114
Unmitigated	0.9894	31.8988	6.6344	0.1000	2.9859	0.2259	3.2117	0.8432	0.2161	1.0593		10,554.6066	10,554.6066	0.4682		10,566.3114

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	134.88	134.88	134.88	1,210,147	1,210,147
Total	134.88	134.88	134.88	1,210,147	1,210,147

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	40.00	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Other Non-Asphalt Surfaces	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Parking Lot	0.541740	0.038987	0.178620	0.126833	0.019742	0.005671	0.017070	0.060066	0.001326	0.001715	0.006244	0.000823	0.001163
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.169000	0.227000	0.604000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
NaturalGas Unmitigated	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1037.75	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.03775	0.0112	0.1017	0.0855	6.1000e-004		7.7300e-003	7.7300e-003		7.7300e-003	7.7300e-003		122.0882	122.0882	2.3400e-003	2.2400e-003	122.8137
Total		**0.0112**	**0.1017**	**0.0855**	**6.1000e-004**		**7.7300e-003**	**7.7300e-003**		**7.7300e-003**	**7.7300e-003**		**122.0882**	**122.0882**	**2.3400e-003**	**2.2400e-003**	**122.8137**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Unmitigated	4.2323	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0900e-003	4.0000e-004	0.0431	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		0.0915	0.0915	2.5000e-004		0.0977
Total	**4.2323**	**4.0000e-004**	**0.0431**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**		**0.0915**	**0.0915**	**2.5000e-004**		**0.0977**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	8.00	260	89	0.20	CNG

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.6398	5.7132	4.7768	6.1100e-003		0.4426	0.4426		0.4072	0.4072		605.2816	605.2816	0.1915		610.0692
Total	**0.6398**	**5.7132**	**4.7768**	**6.1100e-003**		**0.4426**	**0.4426**		**0.4072**	**0.4072**		**605.2816**	**605.2816**	**0.1915**		**610.0692**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation