

**APPENDIX 2**  
**AIR QUALITY / GHG ANALYSIS**

**AIR QUALITY and GHG IMPACT ANALYSES**  
**BV-188**  
**MAPLE HILL COMMUNITY FIELDS COMPLEX PROJECT**  
**COMMUNITY OF SUGARLOAF (SAN BERNARDINO COUNTY), CALIFORNIA**

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## **ATMOSPHERIC SETTING**

The project area is in the San Bernardino Mountains. The area is characterized by an alpine climate, with substantial winter precipitation in the form of winter snow because of its high elevation. Snowfall, as measured at lake level, averages 61.8 inches each year (although upwards of 100 inches can accumulate on the forested ridges bordering the lake, above 8,000 feet). Snow has fallen in every month except July and August. There are normally 16.5 days each year with measurable snow (0.1 inch or more).

On average, the Bear Valley area receives approximately 24 inches of precipitation per year, with a sharp transition between the western edge of the Valley at the dam and the eastern edge at Baldwin Lake. Historical precipitation consists of both rainfall and snowfall. Within the Big Bear watershed, the precipitation varies with location. The west end of the lake, at the Big Bear dam, receives 14 inches per year.

Daily temperatures in the summer are from 60°F to 70°F. Temperatures in the winter average approximately 35 °F to 40 °F. According to the National Weather Service, the warmest month at Big Bear is July, when the average high is 80.7 °F and the average low is 47.1 °F. The coolest month is January, with an average high of 47.1 °F and an average low of 20.7 °F. There is an average of 1.2 days each year with highs of 90 °F or higher. The highest temperature recorded at Big Bear was 94 °F last recorded on July 15, 1998. The record lowest temperature was -25 °F on January 29, 1979.

## **AMBIENT AIR QUALITY STANDARDS (AAQS)**

In order to gauge the significance of the air quality impacts of the proposed project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended several times in air quality problem areas like Southern California. In 2003, the Environmental Protection Agency (EPA) adopted a rule, which extended and established a new attainment deadline for ozone for the year 2021. Because the State of California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently

in effect in California are shown in Table 1. Sources and health effects of various pollutants are shown in Table 2.

The Federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM-2.5"). New national AAQS were adopted in 1997 for these pollutants.

Planning and enforcement of the federal standards for PM-2.5 and for ozone (8-hour) were challenged by trucking and manufacturing organizations. In a unanimous decision, the U.S. Supreme Court ruled that EPA did not require specific congressional authorization to adopt national clean air standards. The Court also ruled that health-based standards did not require preparation of a cost-benefit analysis. The Court did find, however, that there was some inconsistency between existing and "new" standards in their required attainment schedules. Such attainment-planning schedule inconsistencies centered mainly on the 8-hour ozone standard. EPA subsequently agreed to downgrade the attainment designation for a large number of communities to "non-attainment" for the 8-hour ozone standard.

**Table 1**

<b>Ambient Air Quality Standards</b>						
Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
<b>Ozone (O<sub>3</sub>)<sup>8</sup></b>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
<b>Respirable Particulate Matter (PM<sub>10</sub>)<sup>9</sup></b>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—		
<b>Fine Particulate Matter (PM<sub>2.5</sub>)<sup>9</sup></b>	24 Hour	—	—	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	
<b>Carbon Monoxide (CO)</b>	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—	—	
<b>Nitrogen Dioxide (NO<sub>2</sub>)<sup>10</sup></b>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	
<b>Sulfur Dioxide (SO<sub>2</sub>)<sup>11</sup></b>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>11</sup>	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) <sup>11</sup>	—	
<b>Lead<sup>12,13</sup></b>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m <sup>3</sup>		
<b>Visibility Reducing Particles<sup>14</sup></b>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	<b>No National Standards</b>		
<b>Sulfates</b>	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
<b>Hydrogen Sulfide</b>	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
<b>Vinyl Chloride<sup>12</sup></b>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

## Table 1 (continued)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from  $15 \mu\text{g}/\text{m}^3$  to  $12.0 \mu\text{g}/\text{m}^3$ . The existing national 24-hour PM2.5 standards (primary and secondary) were retained at  $35 \mu\text{g}/\text{m}^3$ , as was the annual secondary standard of  $15 \mu\text{g}/\text{m}^3$ . The existing 24-hour PM10 standards (primary and secondary) of  $150 \mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour  $\text{SO}_2$  standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971  $\text{SO}_2$  national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ( $1.5 \mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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**Table 2**  
**Health Effects of Major Criteria Pollutants**

<b>Pollutants</b>	<b>Sources</b>	<b>Primary Effects</b>
Carbon Monoxide (CO)	<ul style="list-style-type: none"> <li>• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust.</li> <li>• Natural events, such as decomposition of organic matter.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced tolerance for exercise.</li> <li>• Impairment of mental function.</li> <li>• Impairment of fetal development.</li> <li>• Death at high levels of exposure.</li> <li>• Aggravation of some heart diseases (angina).</li> </ul>
Nitrogen Dioxide (NO <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Motor vehicle exhaust.</li> <li>• High temperature stationary combustion.</li> <li>• Atmospheric reactions.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory illness.</li> <li>• Reduced visibility.</li> <li>• Reduced plant growth.</li> <li>• Formation of acid rain.</li> </ul>
Ozone (O <sub>3</sub> )	<ul style="list-style-type: none"> <li>• Atmospheric reaction of organic gases with nitrogen oxides in sunlight.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory and cardiovascular diseases.</li> <li>• Irritation of eyes.</li> <li>• Impairment of cardiopulmonary function.</li> <li>• Plant leaf injury.</li> </ul>
Lead (Pb)	<ul style="list-style-type: none"> <li>• Contaminated soil.</li> </ul>	<ul style="list-style-type: none"> <li>• Impairment of blood function and nerve construction.</li> <li>• Behavioral and hearing problems in children.</li> </ul>
Respirable Particulate Matter (PM-10)	<ul style="list-style-type: none"> <li>• Stationary combustion of solid fuels.</li> <li>• Construction activities.</li> <li>• Industrial processes.</li> <li>• Atmospheric chemical reactions.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced lung function.</li> <li>• Aggravation of the effects of gaseous pollutants.</li> <li>• Aggravation of respiratory and cardio respiratory diseases.</li> <li>• Increased cough and chest discomfort.</li> <li>• Soiling.</li> <li>• Reduced visibility.</li> </ul>
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> <li>• Fuel combustion in motor vehicles, equipment, and industrial sources.</li> <li>• Residential and agricultural burning.</li> <li>• Industrial processes.</li> <li>• Also, formed from photochemical reactions of other pollutants, including NO<sub>x</sub>, sulfur oxides, and organics.</li> </ul>	<ul style="list-style-type: none"> <li>• Increases respiratory disease.</li> <li>• Lung damage.</li> <li>• Cancer and premature death.</li> <li>• Reduces visibility and results in surface soiling.</li> </ul>
Sulfur Dioxide (SO <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Combustion of sulfur-containing fossil fuels.</li> <li>• Smelting of sulfur-bearing metal ores.</li> <li>• Industrial processes.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory diseases (asthma, emphysema).</li> <li>• Reduced lung function.</li> <li>• Irritation of eyes.</li> <li>• Reduced visibility.</li> <li>• Plant injury.</li> <li>• Deterioration of metals, textiles, leather, finishes, coatings, etc.</li> </ul>

Source: California Air Resources Board, 2002.

Evaluation of the most current data on the health effects of inhalation of fine particulate matter prompted the California Air Resources Board (ARB) to recommend adoption of the statewide PM-2.5 standard that is more stringent than the federal standard. This standard was adopted in 2002. The State PM-2.5 standard is more of a goal in that it does not have specific attainment planning requirements like a federal clean air standard, but only requires continued progress towards attainment.

Similarly, the ARB extensively evaluated health effects of ozone exposure. A new state standard for an 8-hour ozone exposure was adopted in 2005, which aligned with the exposure period for the federal 8-hour standard. The California 8-hour ozone standard of 0.07 ppm is more stringent than the federal 8-hour standard of 0.075 ppm. The state standard, however, does not have a specific attainment deadline. California air quality jurisdictions are required to make steady progress towards attaining state standards, but there are no hard deadlines or any consequences of non-attainment. During the same re-evaluation process, the ARB adopted an annual state standard for nitrogen dioxide (NO<sub>2</sub>) that is more stringent than the corresponding federal standard, and strengthened the state one-hour NO<sub>2</sub> standard.

As part of EPA's 2002 consent decree on clean air standards, a further review of airborne particulate matter (PM) and human health was initiated. A substantial modification of federal clean air standards for PM was promulgated in 2006. Standards for PM-2.5 were strengthened, a new class of PM in the 2.5 to 10 micron size was created, some PM-10 standards were revoked, and a distinction between rural and urban air quality was adopted. In December, 2012, the federal annual standard for PM-2.5 was reduced from 15 µg/m<sup>3</sup> to 12 µg/m<sup>3</sup> which matches the California AAQS. The severity of the basin's non-attainment status for PM-2.5 may be increased by this action and thus require accelerated planning for future PM-2.5 attainment.

In response to continuing evidence that ozone exposure at levels just meeting federal clean air standards is demonstrably unhealthful, EPA had proposed a further strengthening of the 8-hour standard. A new 8-hour ozone standard was adopted in 2015 after extensive analysis and public input. The adopted national 8-hour ozone standard is 0.07 ppm which matches the current California standard. It will require three years of ambient data collection, then 2 years of non-attainment findings and planning protocol adoption, then several years of plan development and approval. Final air quality plans for the new standard are likely to be adopted around 2022. Ultimate attainment of the new standard in ozone problem areas such as Southern California might be after 2025.

In 2010 a new federal one-hour primary standard for nitrogen dioxide (NO<sub>2</sub>) was adopted. This standard is more stringent than the existing state standard. Based upon air quality monitoring data in the South Coast Air Basin, the California Air Resources Board has requested the EPA to designate the basin as being in attainment for this standard. The federal standard for sulfur dioxide (SO<sub>2</sub>) was also recently revised. However, with minimal combustion of coal and mandatory use of low sulfur fuels in California, SO<sub>2</sub> is typically not a problem pollutant.



## **BASELINE AIR QUALITY**

Existing and probable future levels of air quality in the project area can be best inferred from ambient air quality measurements conducted by the SCAQMD. The data resource in closest proximity to the project site is the Big Bear City Monitoring Station. However, this station only monitors small particulates (PM-2.5). The closest available data for ozone and large particulates (PM-10) is the Crestline Monitoring Station. Data for carbon monoxide and nitrogen oxide were obtained from the San Bernardino 4<sup>th</sup> Street Monitoring Station. Summary data compiled from these resources is provided in Table 3. Findings are summarized below:

Photochemical smog (ozone) levels frequently exceed standards at Crestline. The 8-hour state ozone standard has been exceeded an average of 29 percent of all days in the past four years near the project site while the 1-hour state standard has been violated an average of 17 percent of all days. While ozone levels are still high, they are much lower than 10 to 20 years ago.

Measurements of carbon monoxide have shown very low baseline levels in comparison to the most stringent one- and eight-hour standards.

Respirable dust (PM-10) levels very rarely exceed the state or federal standard PM-10 standard. There have only been three violations in the last four years of measurement days for state PM-10 and no violations of the federal standard. PM-2.5 has not been exceeded on any measurement day.

A substantial fraction of PM-10 is comprised of small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). However, PM-2.5 readings rarely exceed the federal 24-hour PM-2.5 ambient standard and have had no violations within the previous four years.

Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future.

**Table 3**  
**Air Quality Monitoring Summary (2016-2019)**  
**(Number of Days Standards Were Exceeded, and**  
**Maximum Levels During Such Violations)**  
**(Entries shown as ratios = samples exceeding standard/samples taken)**

<b>Pollutant/Standard</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Ozone</b>				
1-Hour > 0.09 ppm (S)	64	76	57	53
8-Hour > 0.07 ppm (S)	103	110	113	99
8- Hour > 0.075 ppm (F)	80	90	91	79
Max. 1-Hour Conc. (ppm)	0.163	0.146	0.142	0.129
Max. 8-Hour Conc. (ppm)	0.121	0.121	0.125	0.112
<b>Carbon Monoxide</b>				
8- Hour > 9. ppm (S,F)	0	0	0	0
Max 8-hour Conc. (ppm)	2.2	1.7	2.0	1.2
<b>Nitrogen Dioxide</b>				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.060	0.063	0.055	0.056
<b>Respirable Particulates (PM-10)</b>				
24-hour > 50 µg/m <sup>3</sup> (S)	0/61	2/55	1/59	0/54
24-hour > 150 µg/m <sup>3</sup> (F)	0/61	0/55	0/59	0/54
Max. 24-Hr. Conc. (µg/m <sup>3</sup> )	46.	56.	78.	38.
<b>Fine Particulates (PM-2.5)</b>				
24-Hour > 35 µg/m <sup>3</sup> (F)	0/55	0/49	0/54	0/46
Max. 24-Hr. Conc. (µg/m <sup>3</sup> )	28.4	23.5	17.3	31.

Source: South Coast Air Quality Management District;  
Crestline Monitoring Station for Ozone and PM-10.  
San Bernardino 4<sup>th</sup> Street Monitoring Station for CO and NO<sub>2</sub>.  
Big Bear City Monitoring Station for PM-2.5.

data: [WWW.ARB.CA.GOV/ADAM/](http://WWW.ARB.CA.GOV/ADAM/)

## AIR QUALITY PLANNING

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NO<sub>x</sub>) and for carbon monoxide (CO) and for particulate matter are shown in Table 4. Substantial reductions in emissions of ROG, NO<sub>x</sub> and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 required control technologies that did not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation was to allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

**Table 4**  
**South Coast Air Basin Emissions Forecasts (Emissions in tons/day)**

<b>Pollutant</b>	<b>2015<sup>a</sup></b>	<b>2020<sup>b</sup></b>	<b>2025<sup>b</sup></b>	<b>2030<sup>b</sup></b>
<b>NOx</b>	357	289	266	257
<b>VOC</b>	400	393	393	391
<b>PM-10</b>	161	165	170	172
<b>PM-2.5</b>	67	68	70	71

<sup>a</sup>2015 Base Year.

<sup>b</sup>With current emissions reduction programs and adopted growth forecasts.

Source: California Air Resources Board, 2013 Almanac of Air Quality

In other air quality attainment plan reviews, EPA had disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA stated that the current attainment plan relied on PM-2.5 control regulations that had not yet been approved or implemented. It was expected that a number of rules that were pending approval would remove the identified deficiencies. If these issues were not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the current California State Implementation Plan (SIP) was expected to remedy identified PM-2.5 planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the current SIP for the basin contains a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP was believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP was required for completion in 2016. The 2016 AQMP was adopted by the SCAQMD Board in March 2017, and has been submitted the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NOx, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

8-hour ozone (70 ppb)	2032
Annual PM-2.5 (12 µg/m <sup>3</sup> )	2025
8-hour ozone (75 ppb)	2024 (old standard)
1-hour ozone (120 ppb)	2023 (rescinded standard)

## 24-hour PM-2.5 (35 µg/m<sup>3</sup>) 2019

The key challenge is that NO<sub>x</sub> emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional stringent NO<sub>x</sub> control measures are adopted and implemented, ozone attainment goals may not be met.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing recreational projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed recreational use is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

# **AIR QUALITY IMPACT**

## **STANDARDS OF SIGNIFICANCE**

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they “substantially” contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following four tests of air quality impact significance. A project would have a potentially significant impact if it would:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) 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?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

### **Primary Pollutants**

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

### **Secondary Pollutants**

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified number of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that

exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

**Table 5  
Daily Emissions Thresholds**

<b>Pollutant</b>	<b>Construction</b>	<b>Operations</b>
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

## **CONSTRUCTION ACTIVITY IMPACTS**

CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The project is proposing to develop the site with a four field multi-use sports complex covering approximately 15 acres. The access road and 140 space parking area will create approximately 80,000 square feet (SF) of impervious area. Approximately 1,000 SF of prefabricated restroom, snack bar, and equipment storage building would be erected. Construction was modeled in CalEEMod2016.3.2 using the following construction equipment and schedule for a project of this size as shown in Table 6.

**Table 6  
Construction Activity Equipment Fleet**

<b>Phase Name and Duration</b>	<b>Equipment</b>
Site Prep (10 days)	2 Dozers
	1 Loader/Backhoe
Grading (30 days)	1 Grader
	1 Excavator
	2 Scrapers
	1 Dozer
	2 Loader/Backhoes
Construction (300 days)	3 Forklifts
	3 Loader/Backhoes
	1 Generator Set
Paving (20 days)	2 Pavers
	2 Paving Equipment
	2 Rollers

Utilizing this indicated equipment fleet and durations shown in Table 6 the following worst-case daily construction emissions are calculated by CalEEMod and are listed in Table 7.

**Table 7  
Construction Activity Emissions  
Maximum Daily Emissions (pounds/day)**

<b>Maximal Construction Emissions</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM-10</b>	<b>PM-2.5</b>
<b>2021</b>						
Unmitigated	4.2	44.4	29.7	0.1	19.8	11.2
Mitigated	4.2	44.4	29.7	0.1	8.8	5.1
<b>2022</b>						
Unmitigated	2.9	12.7	18.6	0.0	1.3	0.8
Mitigated	2.9	12.7	18.6	0.0	1.3	0.8
SCAQMD Thresholds	75	100	550	150	150	55

Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measured applied for this project was watering exposed dirt surfaces three times per day to minimize the generation of fugitive dust generation during grading.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the



majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure.

## LOCALIZED SIGNIFICANCE THRESHOLDS

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board’s Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD’s Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. For this project, there are adjacent academic uses such that the most conservative 25 meter distance was modeled.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2- and 5-acre sites for varying distances. According to guidelines provided by SCAQMD, based on grading equipment, data for a 3-acre site was used (derived via interpolating between a 2 and 5 acre site).

The following thresholds and emissions in Table 8 are therefore determined (pounds per day):

**Table 8  
LST and Project Emissions (pounds/day)**

<b>3.0 acre/25 meters East San Bernardino Mtns</b>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM-10</b>	<b>PM-2.5</b>
<b>LST Threshold</b>	1,474	203	9	6
<b>Max On-Site Emissions</b>				
2021 Unmitigated	30	44	20	11
2021 Mitigated	30	44	9	5
2022 Unmitigated	19	13	1	1
2022 Mitigated	19	13	1	1

LSTs were compared to the maximum daily construction activities. As seen in Table 8, with active dust suppression, mitigated emissions meet the LST for construction thresholds. LST impacts are less-than-significant.

Therefore, the following construction mitigation measure is necessary to ensure LST thresholds are maintained below significance thresholds:

- Exposed surfaces will be watered at least three times per day during grading activities

It should be noted that with a spring 2021 start, all grading activities should be completed while the adjoining schools are on break. When site prep and grading are complete, all other construction emissions will be much lower as reflected in the 2022 emissions estimates.

## OPERATIONAL IMPACTS

Using default traffic data provided in CalEEMod for the 15 acre park the daily trip generation would be as follows: weekdays 28 trips, Saturday 341 trips, and Sunday 251 trips. In addition, a park requires water for irrigation, generates a small amount of solid waste and requires a small amount of electricity for lighting. Operational emissions were calculated using CalEEMod2016.3.2 for an assumed completion year of 2022. The operational impacts are shown in Table 9. As shown, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance.

**Table 9  
Proposed Uses Daily Operational Impacts (2022)**

Source	Operational Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
Area	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.6	4.3	7.4	<0.1	2.1	0.6
<b>Total</b>	<b>0.7</b>	<b>4.3</b>	<b>7.4</b>	<b>&lt;0.1</b>	<b>2.1</b>	<b>0.6</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output in Appendix

## **CONSTRUCTION EMISSIONS MINIMIZATION**

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air and proximity of academic uses. Recommended measures include:

### **Fugitive Dust Control**

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
- Sweep streets daily if visible soil material is carried out from the construction site

Similarly, ozone precursor emissions (ROG and NO<sub>x</sub>) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. Combustion emissions control options include:

### **Exhaust Emissions Control**

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better rated heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

## GREENHOUSE GAS EMISSIONS

“Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statutes and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California’s reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been

developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

## **THRESHOLDS OF SIGNIFICANCE**

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative, or based on performance standards. CEQA guidelines allow the lead agency to “select the model or methodology it considers most appropriate.” The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO<sub>2</sub> equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO<sub>2</sub>e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

## PROJECT RELATED GHG EMISSIONS GENERATION

### Construction Activity GHG Emissions

The project is assumed to overlap a two-calendar year period. During project construction, the CalEEMod2016.3.2 computer model predicts that the construction activities will generate the annual CO<sub>2</sub>e emissions identified in Table 10.

**Table 10**  
**Construction Emissions (Metric Tons CO<sub>2</sub>e)**

	<b>CO<sub>2</sub>e</b>
Year 2021	182.9
Year 2022	308.4
Total	491.3
<b>Amortized</b>	<b>16.4</b>

CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less-than-significant.

### Project Operational GHG Emissions

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO<sub>2</sub>e emissions are summarized in the CalEEMod2016.3.2 output files found in the appendix of this report.

The total operational and annualized construction emissions for the proposed project are identified in Table 11. The project GHG emissions are considered less-than-significant.

**Table 11**  
**Operational Emissions**  
**(Metric Tons CO<sub>2</sub>e)**

<b>Consumption Source</b>	
Area Sources	<0.1
Energy Utilization	<0.1
Mobile Source	141.6
Solid Waste Generation	0.6
Water Consumption	63.4
Construction	16.4
<b>Total</b>	<b>222.0</b>
Guideline Threshold	3,000

## **CONSISTENCY WITH GHG PLANS, PROGRAMS AND POLICIES**

In March 2014, the San Bernardino Associated Governments and Participating San Bernardino County Cities Partnership (Partnership) created a final draft of the San Bernardino County Regional Greenhouse Gas Reduction Plan (Reduction Plan). This Reduction Plan was created in accordance to AB 32, which established a greenhouse gas limit for the state of California. The Reduction Plan seeks to create an inventory of GHG gases and develop jurisdiction specific GHG reduction measures and baseline information that could be used by the 21 Partnership Cities of San Bernardino County, including the County of San Bernardino.

Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the Reduction Plan would have a less than significant impact on climate change. The project will generate little GHG emissions as shown in Table 11. The only reduction measures applicable to this project are presented below. Therefore, consistency with the Reduction Plan would result in a less than significant impact with respect to GHG emissions.

- Encourage water-efficient landscaping practices.
- Establish a goal that a certain percentage of all water used for non-potable sources (such as landscaping irrigation) be recycled wastewater.
- Exceed the waste diversion goal (50%) recommended by Assembly Bill 939 and CalGreen by adopting waste goals of at least 75% of waste diversion.
- Adopt an ordinance that reduces gasoline-powered landscaping equipment use and/or reduce the number and operating time of such equipment.
- Continue to specify and install water conserving plumbing fixtures and fittings in public facilities such as parks, community centers and government buildings in accordance with Title 24 of the California Code of Regulations.

## **CALEEMOD2016.3.2 COMPUTER MODEL OUTPUT**

- **DAILY EMISISONS**
- **ANNUAL EMISSIONS**



Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**Sugarloaf Sports- Big Bear BV-188**  
**San Bernardino-South Coast County, Summer**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	15.00	Acre	13.16	1,000.00	0
Other Asphalt Surfaces	80.00	1000sqft	1.84	80,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

Project Characteristics - Bear Valley Electrical Services

Land Use - 1,000 sf structure (restrooms and snack bar and storage), 15 acres including roadway

Construction Phase - Site prep: 10 days, Grading: 30 days, Construction: 300 days, Paving: 20 days

Trips and VMT - 50 worker trips per day for 25 workers

Off-road Equipment - Prep: 2 dozers, 1 loader/backhoe

Off-road Equipment - Grading: 1 excavator, 1 grader, 1 dozer, 2 scrapers, 2 loader/backhoes

Off-road Equipment - Construction: 3 forklifts, 1 gen set, 3 loader/backhoes

Off-road Equipment - Paving: 2 pavers, 2 paving equipment, 2 rollers

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	1/11/2023	12/14/2022
tblConstructionPhase	PhaseStartDate	12/15/2022	11/17/2022
tblLandUse	LandUseSquareFeet	653,400.00	1,000.00
tblLandUse	LotAcreage	15.00	13.16
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	34.00	50.00
tblTripsAndVMT	WorkerTripNumber	20.00	50.00
tblTripsAndVMT	WorkerTripNumber	15.00	50.00
tblTripsAndVMT	WorkerTripNumber	18.00	50.00

**2.0 Emissions Summary**

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**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	0.0551	9.0000e-005	9.7100e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0208	0.0208	5.0000e-005		0.0222
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.6774	4.3056	7.3939	0.0290	2.0937	0.0191	2.1128	0.5602	0.0179	0.5781		2,957.5348	2,957.5348	0.1506		2,961.2989
<b>Total</b>	<b>0.7325</b>	<b>4.3057</b>	<b>7.4036</b>	<b>0.0290</b>	<b>2.0937</b>	<b>0.0191</b>	<b>2.1128</b>	<b>0.5602</b>	<b>0.0179</b>	<b>0.5782</b>		<b>2,957.5556</b>	<b>2,957.5556</b>	<b>0.1506</b>	<b>0.0000</b>	<b>2,961.3211</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0551	9.0000e-005	9.7100e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0208	0.0208	5.0000e-005		0.0222
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.6774	4.3056	7.3939	0.0290	2.0937	0.0191	2.1128	0.5602	0.0179	0.5781		2,957.5348	2,957.5348	0.1506		2,961.2989
<b>Total</b>	<b>0.7325</b>	<b>4.3057</b>	<b>7.4036</b>	<b>0.0290</b>	<b>2.0937</b>	<b>0.0191</b>	<b>2.1128</b>	<b>0.5602</b>	<b>0.0179</b>	<b>0.5782</b>		<b>2,957.5556</b>	<b>2,957.5556</b>	<b>0.1506</b>	<b>0.0000</b>	<b>2,961.3211</b>

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	7/29/2021	8/11/2021	5	10	
2	Grading	Grading	8/12/2021	9/22/2021	5	30	
3	Building Construction	Building Construction	9/23/2021	11/16/2022	5	300	
4	Paving	Paving	11/17/2022	12/14/2022	5	20	
5	Architectural Coating	Architectural Coating	11/17/2022	12/14/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 1.84

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,800 (Architectural Coating – sqft)

#### OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Scrapers	2	8.00	367	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
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.2800	23.8384	10.3358	0.0202		1.1767	1.1767		1.0826	1.0826		1,955.6045	1,955.6045	0.6325		1,971.4165
<b>Total</b>	<b>2.2800</b>	<b>23.8384</b>	<b>10.3358</b>	<b>0.0202</b>	<b>18.0663</b>	<b>1.1767</b>	<b>19.2429</b>	<b>9.9307</b>	<b>1.0826</b>	<b>11.0132</b>		<b>1,955.6045</b>	<b>1,955.6045</b>	<b>0.6325</b>		<b>1,971.4165</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2541	0.1570	2.0699	5.4900e-003	0.5589	3.5700e-003	0.5625	0.1482	3.2900e-003	0.1515		547.0403	547.0403	0.0156		547.4295
<b>Total</b>	<b>0.2541</b>	<b>0.1570</b>	<b>2.0699</b>	<b>5.4900e-003</b>	<b>0.5589</b>	<b>3.5700e-003</b>	<b>0.5625</b>	<b>0.1482</b>	<b>3.2900e-003</b>	<b>0.1515</b>		<b>547.0403</b>	<b>547.0403</b>	<b>0.0156</b>		<b>547.4295</b>

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**3.2 Site Preparation - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	2.2800	23.8384	10.3358	0.0202		1.1767	1.1767		1.0826	1.0826	0.0000	1,955.6045	1,955.6045	0.6325		1,971.4165
<b>Total</b>	<b>2.2800</b>	<b>23.8384</b>	<b>10.3358</b>	<b>0.0202</b>	<b>7.0458</b>	<b>1.1767</b>	<b>8.2225</b>	<b>3.8730</b>	<b>1.0826</b>	<b>4.9555</b>	<b>0.0000</b>	<b>1,955.6045</b>	<b>1,955.6045</b>	<b>0.6325</b>		<b>1,971.4165</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2541	0.1570	2.0699	5.4900e-003	0.5589	3.5700e-003	0.5625	0.1482	3.2900e-003	0.1515		547.0403	547.0403	0.0156		547.4295
<b>Total</b>	<b>0.2541</b>	<b>0.1570</b>	<b>2.0699</b>	<b>5.4900e-003</b>	<b>0.5589</b>	<b>3.5700e-003</b>	<b>0.5625</b>	<b>0.1482</b>	<b>3.2900e-003</b>	<b>0.1515</b>		<b>547.0403</b>	<b>547.0403</b>	<b>0.0156</b>		<b>547.4295</b>



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**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.9620	44.2464	27.6066	0.0569		1.8809	1.8809		1.7304	1.7304		5,506.8515	5,506.8515	1.7810		5,551.3772
<b>Total</b>	<b>3.9620</b>	<b>44.2464</b>	<b>27.6066</b>	<b>0.0569</b>	<b>8.6733</b>	<b>1.8809</b>	<b>10.5542</b>	<b>3.5965</b>	<b>1.7304</b>	<b>5.3269</b>		<b>5,506.8515</b>	<b>5,506.8515</b>	<b>1.7810</b>		<b>5,551.3772</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2541	0.1570	2.0699	5.4900e-003	0.5589	3.5700e-003	0.5625	0.1482	3.2900e-003	0.1515		547.0403	547.0403	0.0156		547.4295
<b>Total</b>	<b>0.2541</b>	<b>0.1570</b>	<b>2.0699</b>	<b>5.4900e-003</b>	<b>0.5589</b>	<b>3.5700e-003</b>	<b>0.5625</b>	<b>0.1482</b>	<b>3.2900e-003</b>	<b>0.1515</b>		<b>547.0403</b>	<b>547.0403</b>	<b>0.0156</b>		<b>547.4295</b>

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**3.3 Grading - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3826	0.0000	3.3826	1.4026	0.0000	1.4026			0.0000			0.0000
Off-Road	3.9620	44.2464	27.6066	0.0569		1.8809	1.8809		1.7304	1.7304	0.0000	5,506.8515	5,506.8515	1.7810		5,551.3771
<b>Total</b>	<b>3.9620</b>	<b>44.2464</b>	<b>27.6066</b>	<b>0.0569</b>	<b>3.3826</b>	<b>1.8809</b>	<b>5.2635</b>	<b>1.4026</b>	<b>1.7304</b>	<b>3.1331</b>	<b>0.0000</b>	<b>5,506.8515</b>	<b>5,506.8515</b>	<b>1.7810</b>		<b>5,551.3771</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2541	0.1570	2.0699	5.4900e-003	0.5589	3.5700e-003	0.5625	0.1482	3.2900e-003	0.1515		547.0403	547.0403	0.0156		547.4295
<b>Total</b>	<b>0.2541</b>	<b>0.1570</b>	<b>2.0699</b>	<b>5.4900e-003</b>	<b>0.5589</b>	<b>3.5700e-003</b>	<b>0.5625</b>	<b>0.1482</b>	<b>3.2900e-003</b>	<b>0.1515</b>		<b>547.0403</b>	<b>547.0403</b>	<b>0.0156</b>		<b>547.4295</b>

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**3.4 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2370	11.6800	13.1214	0.0193		0.7122	0.7122		0.6687	0.6687		1,856.9898	1,856.9898	0.4309		1,867.7617
<b>Total</b>	<b>1.2370</b>	<b>11.6800</b>	<b>13.1214</b>	<b>0.0193</b>		<b>0.7122</b>	<b>0.7122</b>		<b>0.6687</b>	<b>0.6687</b>		<b>1,856.9898</b>	<b>1,856.9898</b>	<b>0.4309</b>		<b>1,867.7617</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0336	1.2537	0.2359	3.5100e-003	0.0833	2.1500e-003	0.0854	0.0240	2.0600e-003	0.0260		369.9661	369.9661	0.0234		370.5506
Worker	0.2541	0.1570	2.0699	5.4900e-003	0.5589	3.5700e-003	0.5625	0.1482	3.2900e-003	0.1515		547.0403	547.0403	0.0156		547.4295
<b>Total</b>	<b>0.2877</b>	<b>1.4107</b>	<b>2.3058</b>	<b>9.0000e-003</b>	<b>0.6421</b>	<b>5.7200e-003</b>	<b>0.6479</b>	<b>0.1722</b>	<b>5.3500e-003</b>	<b>0.1775</b>		<b>917.0064</b>	<b>917.0064</b>	<b>0.0390</b>		<b>917.9801</b>

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**3.4 Building Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2370	11.6800	13.1214	0.0193		0.7122	0.7122		0.6687	0.6687	0.0000	1,856.9898	1,856.9898	0.4309		1,867.7617
<b>Total</b>	<b>1.2370</b>	<b>11.6800</b>	<b>13.1214</b>	<b>0.0193</b>		<b>0.7122</b>	<b>0.7122</b>		<b>0.6687</b>	<b>0.6687</b>	<b>0.0000</b>	<b>1,856.9898</b>	<b>1,856.9898</b>	<b>0.4309</b>		<b>1,867.7617</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0336	1.2537	0.2359	3.5100e-003	0.0833	2.1500e-003	0.0854	0.0240	2.0600e-003	0.0260		369.9661	369.9661	0.0234		370.5506
Worker	0.2541	0.1570	2.0699	5.4900e-003	0.5589	3.5700e-003	0.5625	0.1482	3.2900e-003	0.1515		547.0403	547.0403	0.0156		547.4295
<b>Total</b>	<b>0.2877</b>	<b>1.4107</b>	<b>2.3058</b>	<b>9.0000e-003</b>	<b>0.6421</b>	<b>5.7200e-003</b>	<b>0.6479</b>	<b>0.1722</b>	<b>5.3500e-003</b>	<b>0.1775</b>		<b>917.0064</b>	<b>917.0064</b>	<b>0.0390</b>		<b>917.9801</b>

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**3.4 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1032	10.4915	13.0118	0.0193		0.5931	0.5931		0.5574	0.5574		1,857.8793	1,857.8793	0.4290		1,868.6037
<b>Total</b>	<b>1.1032</b>	<b>10.4915</b>	<b>13.0118</b>	<b>0.0193</b>		<b>0.5931</b>	<b>0.5931</b>		<b>0.5574</b>	<b>0.5574</b>		<b>1,857.8793</b>	<b>1,857.8793</b>	<b>0.4290</b>		<b>1,868.6037</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0313	1.1890	0.2181	3.4800e-003	0.0833	1.8100e-003	0.0851	0.0240	1.7300e-003	0.0257		366.9999	366.9999	0.0226		367.5641
Worker	0.2373	0.1412	1.9015	5.2900e-003	0.5589	3.4700e-003	0.5624	0.1482	3.2000e-003	0.1514		527.3012	527.3012	0.0140		527.6503
<b>Total</b>	<b>0.2686</b>	<b>1.3302</b>	<b>2.1196</b>	<b>8.7700e-003</b>	<b>0.6421</b>	<b>5.2800e-003</b>	<b>0.6474</b>	<b>0.1722</b>	<b>4.9300e-003</b>	<b>0.1771</b>		<b>894.3011</b>	<b>894.3011</b>	<b>0.0365</b>		<b>895.2145</b>

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**3.4 Building Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1032	10.4915	13.0118	0.0193		0.5931	0.5931		0.5574	0.5574	0.0000	1,857.8793	1,857.8793	0.4290		1,868.6037
<b>Total</b>	<b>1.1032</b>	<b>10.4915</b>	<b>13.0118</b>	<b>0.0193</b>		<b>0.5931</b>	<b>0.5931</b>		<b>0.5574</b>	<b>0.5574</b>	<b>0.0000</b>	<b>1,857.8793</b>	<b>1,857.8793</b>	<b>0.4290</b>		<b>1,868.6037</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0313	1.1890	0.2181	3.4800e-003	0.0833	1.8100e-003	0.0851	0.0240	1.7300e-003	0.0257		366.9999	366.9999	0.0226		367.5641
Worker	0.2373	0.1412	1.9015	5.2900e-003	0.5589	3.4700e-003	0.5624	0.1482	3.2000e-003	0.1514		527.3012	527.3012	0.0140		527.6503
<b>Total</b>	<b>0.2686</b>	<b>1.3302</b>	<b>2.1196</b>	<b>8.7700e-003</b>	<b>0.6421</b>	<b>5.2800e-003</b>	<b>0.6474</b>	<b>0.1722</b>	<b>4.9300e-003</b>	<b>0.1771</b>		<b>894.3011</b>	<b>894.3011</b>	<b>0.0365</b>		<b>895.2145</b>

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**3.5 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.2410					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3439</b>	<b>11.1249</b>	<b>14.5805</b>	<b>0.0228</b>		<b>0.5679</b>	<b>0.5679</b>		<b>0.5225</b>	<b>0.5225</b>		<b>2,207.6603</b>	<b>2,207.6603</b>	<b>0.7140</b>		<b>2,225.5104</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2373	0.1412	1.9015	5.2900e-003	0.5589	3.4700e-003	0.5624	0.1482	3.2000e-003	0.1514		527.3012	527.3012	0.0140		527.6503
<b>Total</b>	<b>0.2373</b>	<b>0.1412</b>	<b>1.9015</b>	<b>5.2900e-003</b>	<b>0.5589</b>	<b>3.4700e-003</b>	<b>0.5624</b>	<b>0.1482</b>	<b>3.2000e-003</b>	<b>0.1514</b>		<b>527.3012</b>	<b>527.3012</b>	<b>0.0140</b>		<b>527.6503</b>

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**3.5 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.2410					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3439</b>	<b>11.1249</b>	<b>14.5805</b>	<b>0.0228</b>		<b>0.5679</b>	<b>0.5679</b>		<b>0.5225</b>	<b>0.5225</b>	<b>0.0000</b>	<b>2,207.6603</b>	<b>2,207.6603</b>	<b>0.7140</b>		<b>2,225.5104</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2373	0.1412	1.9015	5.2900e-003	0.5589	3.4700e-003	0.5624	0.1482	3.2000e-003	0.1514		527.3012	527.3012	0.0140		527.6503
<b>Total</b>	<b>0.2373</b>	<b>0.1412</b>	<b>1.9015</b>	<b>5.2900e-003</b>	<b>0.5589</b>	<b>3.4700e-003</b>	<b>0.5624</b>	<b>0.1482</b>	<b>3.2000e-003</b>	<b>0.1514</b>		<b>527.3012</b>	<b>527.3012</b>	<b>0.0140</b>		<b>527.6503</b>



Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.1124					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.3169</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0332	0.0198	0.2662	7.4000e-004	0.0782	4.9000e-004	0.0787	0.0208	4.5000e-004	0.0212		73.8222	73.8222	1.9600e-003		73.8711
<b>Total</b>	<b>0.0332</b>	<b>0.0198</b>	<b>0.2662</b>	<b>7.4000e-004</b>	<b>0.0782</b>	<b>4.9000e-004</b>	<b>0.0787</b>	<b>0.0208</b>	<b>4.5000e-004</b>	<b>0.0212</b>		<b>73.8222</b>	<b>73.8222</b>	<b>1.9600e-003</b>		<b>73.8711</b>

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**3.6 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.1124					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
<b>Total</b>	<b>1.3169</b>	<b>1.4085</b>	<b>1.8136</b>	<b>2.9700e-003</b>		<b>0.0817</b>	<b>0.0817</b>		<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0183</b>		<b>281.9062</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0332	0.0198	0.2662	7.4000e-004	0.0782	4.9000e-004	0.0787	0.0208	4.5000e-004	0.0212		73.8222	73.8222	1.9600e-003		73.8711
<b>Total</b>	<b>0.0332</b>	<b>0.0198</b>	<b>0.2662</b>	<b>7.4000e-004</b>	<b>0.0782</b>	<b>4.9000e-004</b>	<b>0.0787</b>	<b>0.0208</b>	<b>4.5000e-004</b>	<b>0.0212</b>		<b>73.8222</b>	<b>73.8222</b>	<b>1.9600e-003</b>		<b>73.8711</b>

**4.0 Operational Detail - Mobile**

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Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**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	0.6774	4.3056	7.3939	0.0290	2.0937	0.0191	2.1128	0.5602	0.0179	0.5781		2,957.5348	2,957.5348	0.1506		2,961.2989
Unmitigated	0.6774	4.3056	7.3939	0.0290	2.0937	0.0191	2.1128	0.5602	0.0179	0.5781		2,957.5348	2,957.5348	0.1506		2,961.2989

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	28.35	341.25	251.10	301,772	301,772
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	28.35	341.25	251.10	301,772	301,772

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944
Other Asphalt Surfaces	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0551	9.0000e-005	9.7100e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0208	0.0208	5.0000e-005		0.0222
Unmitigated	0.0551	9.0000e-005	9.7100e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0208	0.0208	5.0000e-005		0.0222

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	6.1000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0481					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-004	9.0000e-005	9.7100e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0208	0.0208	5.0000e-005		0.0222
<b>Total</b>	<b>0.0551</b>	<b>9.0000e-005</b>	<b>9.7100e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0208</b>	<b>0.0208</b>	<b>5.0000e-005</b>		<b>0.0222</b>

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

**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	6.1000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0481					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-004	9.0000e-005	9.7100e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0208	0.0208	5.0000e-005		0.0222
<b>Total</b>	<b>0.0551</b>	<b>9.0000e-005</b>	<b>9.7100e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0208</b>	<b>0.0208</b>	<b>5.0000e-005</b>		<b>0.0222</b>

**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
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**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

## Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Summer

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Annual

**Sugarloaf Sports- Big Bear BV-188**  
**San Bernardino-South Coast County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	15.00	Acre	13.16	1,000.00	0
Other Asphalt Surfaces	80.00	1000sqft	1.84	80,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Annual

Project Characteristics - Bear Valley Electrical Services

Land Use - 1,000 sf structure (restrooms and snack bar and storage), 15 acres including roadway

Construction Phase - Site prep: 10 days, Grading: 30 days, Construction: 300 days, Paving: 20 days

Trips and VMT - 50 worker trips per day for 25 workers

Off-road Equipment - Prep: 2 dozers, 1 loader/backhoe

Off-road Equipment - Grading: 1 excavator, 1 grader, 1 dozer, 2 scrapers, 2 loader/backhoes

Off-road Equipment - Construction: 3 forklifts, 1 gen set, 3 loader/backhoes

Off-road Equipment - Paving: 2 pavers, 2 paving equipment, 2 rollers

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	1/11/2023	12/14/2022
tblConstructionPhase	PhaseStartDate	12/15/2022	11/17/2022
tblLandUse	LandUseSquareFeet	653,400.00	1,000.00
tblLandUse	LotAcreage	15.00	13.16
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	34.00	50.00
tblTripsAndVMT	WorkerTripNumber	20.00	50.00
tblTripsAndVMT	WorkerTripNumber	15.00	50.00
tblTripsAndVMT	WorkerTripNumber	18.00	50.00

**2.0 Emissions Summary**

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Sugarloaf Sports- Big Bear BV-188 - San Bernardino-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2021	9-30-2021	0.9037	0.9037
2	10-1-2021	12-31-2021	0.4801	0.4801
3	1-1-2022	3-31-2022	0.4240	0.4240
4	4-1-2022	6-30-2022	0.4288	0.4288
5	7-1-2022	9-30-2022	0.4335	0.4335
		Highest	0.9037	0.9037

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	0.0100	1.0000e-005	1.2100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3600e-003	2.3600e-003	1.0000e-005	0.0000	2.5100e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0321	0.2459	0.3772	1.5200e-003	0.1149	1.0700e-003	0.1160	0.0308	1.0000e-003	0.0318	0.0000	141.3720	141.3720	7.6500e-003	0.0000	141.5634
Waste						0.0000	0.0000		0.0000	0.0000	0.2619	0.0000	0.2619	0.0155	0.0000	0.6487
Water						0.0000	0.0000		0.0000	0.0000	0.0000	63.2656	63.2656	2.6100e-003	5.4000e-004	63.4919
<b>Total</b>	<b>0.0421</b>	<b>0.2459</b>	<b>0.3784</b>	<b>1.5200e-003</b>	<b>0.1149</b>	<b>1.0700e-003</b>	<b>0.1160</b>	<b>0.0308</b>	<b>1.0000e-003</b>	<b>0.0318</b>	<b>0.2619</b>	<b>204.6400</b>	<b>204.9018</b>	<b>0.0258</b>	<b>5.4000e-004</b>	<b>205.7066</b>

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**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	0.0100	1.0000e-005	1.2100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3600e-003	2.3600e-003	1.0000e-005	0.0000	2.5100e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0321	0.2459	0.3772	1.5200e-003	0.1149	1.0700e-003	0.1160	0.0308	1.0000e-003	0.0318	0.0000	141.3720	141.3720	7.6500e-003	0.0000	141.5634
Waste						0.0000	0.0000		0.0000	0.0000	0.2619	0.0000	0.2619	0.0155	0.0000	0.6487
Water						0.0000	0.0000		0.0000	0.0000	0.0000	63.2656	63.2656	2.6100e-003	5.4000e-004	63.4919
<b>Total</b>	<b>0.0421</b>	<b>0.2459</b>	<b>0.3784</b>	<b>1.5200e-003</b>	<b>0.1149</b>	<b>1.0700e-003</b>	<b>0.1160</b>	<b>0.0308</b>	<b>1.0000e-003</b>	<b>0.0318</b>	<b>0.2619</b>	<b>204.6400</b>	<b>204.9018</b>	<b>0.0258</b>	<b>5.4000e-004</b>	<b>205.7066</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/29/2021	8/11/2021	5	10	
2	Grading	Grading	8/12/2021	9/22/2021	5	30	
3	Building Construction	Building Construction	9/23/2021	11/16/2022	5	300	
4	Paving	Paving	11/17/2022	12/14/2022	5	20	
5	Architectural Coating	Architectural Coating	11/17/2022	12/14/2022	5	20	

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

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 1.84**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,800 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Scrapers	2	8.00	367	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
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	50.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

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**3.2 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.0114	0.1192	0.0517	1.0000e-004	5.8800e-003	5.8800e-003	5.8800e-003	5.4100e-003	5.4100e-003	5.4100e-003	0.0000	8.8705	8.8705	2.8700e-003	0.0000	8.9422
<b>Total</b>	<b>0.0114</b>	<b>0.1192</b>	<b>0.0517</b>	<b>1.0000e-004</b>	<b>0.0903</b>	<b>5.8800e-003</b>	<b>0.0962</b>	<b>0.0497</b>	<b>5.4100e-003</b>	<b>0.0551</b>	<b>0.0000</b>	<b>8.8705</b>	<b>8.8705</b>	<b>2.8700e-003</b>	<b>0.0000</b>	<b>8.9422</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	8.7000e-004	8.9100e-003	3.0000e-005	2.7400e-003	2.0000e-005	2.7600e-003	7.3000e-004	2.0000e-005	7.4000e-004	0.0000	2.2748	2.2748	6.0000e-005	0.0000	2.2763
<b>Total</b>	<b>1.1500e-003</b>	<b>8.7000e-004</b>	<b>8.9100e-003</b>	<b>3.0000e-005</b>	<b>2.7400e-003</b>	<b>2.0000e-005</b>	<b>2.7600e-003</b>	<b>7.3000e-004</b>	<b>2.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.2748</b>	<b>2.2748</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.2763</b>



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**3.2 Site Preparation - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0352	0.0000	0.0352	0.0194	0.0000	0.0194	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.1192	0.0517	1.0000e-004		5.8800e-003	5.8800e-003		5.4100e-003	5.4100e-003	0.0000	8.8705	8.8705	2.8700e-003	0.0000	8.9422
<b>Total</b>	<b>0.0114</b>	<b>0.1192</b>	<b>0.0517</b>	<b>1.0000e-004</b>	<b>0.0352</b>	<b>5.8800e-003</b>	<b>0.0411</b>	<b>0.0194</b>	<b>5.4100e-003</b>	<b>0.0248</b>	<b>0.0000</b>	<b>8.8705</b>	<b>8.8705</b>	<b>2.8700e-003</b>	<b>0.0000</b>	<b>8.9422</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1500e-003	8.7000e-004	8.9100e-003	3.0000e-005	2.7400e-003	2.0000e-005	2.7600e-003	7.3000e-004	2.0000e-005	7.4000e-004	0.0000	2.2748	2.2748	6.0000e-005	0.0000	2.2763
<b>Total</b>	<b>1.1500e-003</b>	<b>8.7000e-004</b>	<b>8.9100e-003</b>	<b>3.0000e-005</b>	<b>2.7400e-003</b>	<b>2.0000e-005</b>	<b>2.7600e-003</b>	<b>7.3000e-004</b>	<b>2.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>2.2748</b>	<b>2.2748</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.2763</b>

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**3.3 Grading - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0594	0.6637	0.4141	8.5000e-004		0.0282	0.0282		0.0260	0.0260	0.0000	74.9360	74.9360	0.0242	0.0000	75.5419
<b>Total</b>	<b>0.0594</b>	<b>0.6637</b>	<b>0.4141</b>	<b>8.5000e-004</b>	<b>0.1301</b>	<b>0.0282</b>	<b>0.1583</b>	<b>0.0540</b>	<b>0.0260</b>	<b>0.0799</b>	<b>0.0000</b>	<b>74.9360</b>	<b>74.9360</b>	<b>0.0242</b>	<b>0.0000</b>	<b>75.5419</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4500e-003	2.6100e-003	0.0267	8.0000e-005	8.2200e-003	5.0000e-005	8.2800e-003	2.1800e-003	5.0000e-005	2.2300e-003	0.0000	6.8243	6.8243	1.9000e-004	0.0000	6.8290
<b>Total</b>	<b>3.4500e-003</b>	<b>2.6100e-003</b>	<b>0.0267</b>	<b>8.0000e-005</b>	<b>8.2200e-003</b>	<b>5.0000e-005</b>	<b>8.2800e-003</b>	<b>2.1800e-003</b>	<b>5.0000e-005</b>	<b>2.2300e-003</b>	<b>0.0000</b>	<b>6.8243</b>	<b>6.8243</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>6.8290</b>

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**3.3 Grading - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0507	0.0000	0.0507	0.0210	0.0000	0.0210	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0594	0.6637	0.4141	8.5000e-004		0.0282	0.0282		0.0260	0.0260	0.0000	74.9359	74.9359	0.0242	0.0000	75.5418
<b>Total</b>	<b>0.0594</b>	<b>0.6637</b>	<b>0.4141</b>	<b>8.5000e-004</b>	<b>0.0507</b>	<b>0.0282</b>	<b>0.0790</b>	<b>0.0210</b>	<b>0.0260</b>	<b>0.0470</b>	<b>0.0000</b>	<b>74.9359</b>	<b>74.9359</b>	<b>0.0242</b>	<b>0.0000</b>	<b>75.5418</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4500e-003	2.6100e-003	0.0267	8.0000e-005	8.2200e-003	5.0000e-005	8.2800e-003	2.1800e-003	5.0000e-005	2.2300e-003	0.0000	6.8243	6.8243	1.9000e-004	0.0000	6.8290
<b>Total</b>	<b>3.4500e-003</b>	<b>2.6100e-003</b>	<b>0.0267</b>	<b>8.0000e-005</b>	<b>8.2200e-003</b>	<b>5.0000e-005</b>	<b>8.2800e-003</b>	<b>2.1800e-003</b>	<b>5.0000e-005</b>	<b>2.2300e-003</b>	<b>0.0000</b>	<b>6.8243</b>	<b>6.8243</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>6.8290</b>

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**3.4 Building Construction - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0445	0.4205	0.4724	7.0000e-004		0.0256	0.0256		0.0241	0.0241	0.0000	60.6468	60.6468	0.0141	0.0000	60.9986
<b>Total</b>	<b>0.0445</b>	<b>0.4205</b>	<b>0.4724</b>	<b>7.0000e-004</b>		<b>0.0256</b>	<b>0.0256</b>		<b>0.0241</b>	<b>0.0241</b>	<b>0.0000</b>	<b>60.6468</b>	<b>60.6468</b>	<b>0.0141</b>	<b>0.0000</b>	<b>60.9986</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2400e-003	0.0455	9.2600e-003	1.2000e-004	2.9500e-003	8.0000e-005	3.0300e-003	8.5000e-004	7.0000e-005	9.3000e-004	0.0000	11.8855	11.8855	8.0000e-004	0.0000	11.9055
Worker	8.2900e-003	6.2600e-003	0.0641	1.8000e-004	0.0197	1.3000e-004	0.0199	5.2400e-003	1.2000e-004	5.3600e-003	0.0000	16.3782	16.3782	4.6000e-004	0.0000	16.3897
<b>Total</b>	<b>9.5300e-003</b>	<b>0.0518</b>	<b>0.0734</b>	<b>3.0000e-004</b>	<b>0.0227</b>	<b>2.1000e-004</b>	<b>0.0229</b>	<b>6.0900e-003</b>	<b>1.9000e-004</b>	<b>6.2900e-003</b>	<b>0.0000</b>	<b>28.2637</b>	<b>28.2637</b>	<b>1.2600e-003</b>	<b>0.0000</b>	<b>28.2952</b>

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**3.4 Building Construction - 2021**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0445	0.4205	0.4724	7.0000e-004		0.0256	0.0256		0.0241	0.0241	0.0000	60.6467	60.6467	0.0141	0.0000	60.9985
<b>Total</b>	<b>0.0445</b>	<b>0.4205</b>	<b>0.4724</b>	<b>7.0000e-004</b>		<b>0.0256</b>	<b>0.0256</b>		<b>0.0241</b>	<b>0.0241</b>	<b>0.0000</b>	<b>60.6467</b>	<b>60.6467</b>	<b>0.0141</b>	<b>0.0000</b>	<b>60.9985</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2400e-003	0.0455	9.2600e-003	1.2000e-004	2.9500e-003	8.0000e-005	3.0300e-003	8.5000e-004	7.0000e-005	9.3000e-004	0.0000	11.8855	11.8855	8.0000e-004	0.0000	11.9055
Worker	8.2900e-003	6.2600e-003	0.0641	1.8000e-004	0.0197	1.3000e-004	0.0199	5.2400e-003	1.2000e-004	5.3600e-003	0.0000	16.3782	16.3782	4.6000e-004	0.0000	16.3897
<b>Total</b>	<b>9.5300e-003</b>	<b>0.0518</b>	<b>0.0734</b>	<b>3.0000e-004</b>	<b>0.0227</b>	<b>2.1000e-004</b>	<b>0.0229</b>	<b>6.0900e-003</b>	<b>1.9000e-004</b>	<b>6.2900e-003</b>	<b>0.0000</b>	<b>28.2637</b>	<b>28.2637</b>	<b>1.2600e-003</b>	<b>0.0000</b>	<b>28.2952</b>

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**3.4 Building Construction - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1258	1.1960	1.4833	2.2000e-003		0.0676	0.0676		0.0635	0.0635	0.0000	192.1401	192.1401	0.0444	0.0000	193.2492
<b>Total</b>	<b>0.1258</b>	<b>1.1960</b>	<b>1.4833</b>	<b>2.2000e-003</b>		<b>0.0676</b>	<b>0.0676</b>		<b>0.0635</b>	<b>0.0635</b>	<b>0.0000</b>	<b>192.1401</b>	<b>192.1401</b>	<b>0.0444</b>	<b>0.0000</b>	<b>193.2492</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6600e-003	0.1366	0.0272	3.9000e-004	9.3400e-003	2.1000e-004	9.5500e-003	2.7000e-003	2.0000e-004	2.9000e-003	0.0000	37.3308	37.3308	2.4500e-003	0.0000	37.3920
Worker	0.0245	0.0178	0.1863	5.5000e-004	0.0625	4.0000e-004	0.0629	0.0166	3.6000e-004	0.0170	0.0000	49.9955	49.9955	1.3000e-003	0.0000	50.0281
<b>Total</b>	<b>0.0282</b>	<b>0.1544</b>	<b>0.2134</b>	<b>9.4000e-004</b>	<b>0.0718</b>	<b>6.1000e-004</b>	<b>0.0724</b>	<b>0.0193</b>	<b>5.6000e-004</b>	<b>0.0199</b>	<b>0.0000</b>	<b>87.3263</b>	<b>87.3263</b>	<b>3.7500e-003</b>	<b>0.0000</b>	<b>87.4200</b>

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**3.4 Building Construction - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1258	1.1960	1.4833	2.2000e-003		0.0676	0.0676		0.0635	0.0635	0.0000	192.1399	192.1399	0.0444	0.0000	193.2490
<b>Total</b>	<b>0.1258</b>	<b>1.1960</b>	<b>1.4833</b>	<b>2.2000e-003</b>		<b>0.0676</b>	<b>0.0676</b>		<b>0.0635</b>	<b>0.0635</b>	<b>0.0000</b>	<b>192.1399</b>	<b>192.1399</b>	<b>0.0444</b>	<b>0.0000</b>	<b>193.2490</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6600e-003	0.1366	0.0272	3.9000e-004	9.3400e-003	2.1000e-004	9.5500e-003	2.7000e-003	2.0000e-004	2.9000e-003	0.0000	37.3308	37.3308	2.4500e-003	0.0000	37.3920
Worker	0.0245	0.0178	0.1863	5.5000e-004	0.0625	4.0000e-004	0.0629	0.0166	3.6000e-004	0.0170	0.0000	49.9955	49.9955	1.3000e-003	0.0000	50.0281
<b>Total</b>	<b>0.0282</b>	<b>0.1544</b>	<b>0.2134</b>	<b>9.4000e-004</b>	<b>0.0718</b>	<b>6.1000e-004</b>	<b>0.0724</b>	<b>0.0193</b>	<b>5.6000e-004</b>	<b>0.0199</b>	<b>0.0000</b>	<b>87.3263</b>	<b>87.3263</b>	<b>3.7500e-003</b>	<b>0.0000</b>	<b>87.4200</b>

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**3.5 Paving - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	2.4100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0134</b>	<b>0.1113</b>	<b>0.1458</b>	<b>2.3000e-004</b>		<b>5.6800e-003</b>	<b>5.6800e-003</b>		<b>5.2200e-003</b>	<b>5.2200e-003</b>	<b>0.0000</b>	<b>20.0276</b>	<b>20.0276</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1895</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.5600e-003	0.0163	5.0000e-005	5.4800e-003	3.0000e-005	5.5200e-003	1.4600e-003	3.0000e-005	1.4900e-003	0.0000	4.3856	4.3856	1.1000e-004	0.0000	4.3884
<b>Total</b>	<b>2.1500e-003</b>	<b>1.5600e-003</b>	<b>0.0163</b>	<b>5.0000e-005</b>	<b>5.4800e-003</b>	<b>3.0000e-005</b>	<b>5.5200e-003</b>	<b>1.4600e-003</b>	<b>3.0000e-005</b>	<b>1.4900e-003</b>	<b>0.0000</b>	<b>4.3856</b>	<b>4.3856</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>4.3884</b>



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**3.5 Paving - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	2.4100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0134</b>	<b>0.1113</b>	<b>0.1458</b>	<b>2.3000e-004</b>		<b>5.6800e-003</b>	<b>5.6800e-003</b>		<b>5.2200e-003</b>	<b>5.2200e-003</b>	<b>0.0000</b>	<b>20.0275</b>	<b>20.0275</b>	<b>6.4800e-003</b>	<b>0.0000</b>	<b>20.1895</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1500e-003	1.5600e-003	0.0163	5.0000e-005	5.4800e-003	3.0000e-005	5.5200e-003	1.4600e-003	3.0000e-005	1.4900e-003	0.0000	4.3856	4.3856	1.1000e-004	0.0000	4.3884
<b>Total</b>	<b>2.1500e-003</b>	<b>1.5600e-003</b>	<b>0.0163</b>	<b>5.0000e-005</b>	<b>5.4800e-003</b>	<b>3.0000e-005</b>	<b>5.5200e-003</b>	<b>1.4600e-003</b>	<b>3.0000e-005</b>	<b>1.4900e-003</b>	<b>0.0000</b>	<b>4.3856</b>	<b>4.3856</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>4.3884</b>

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**3.6 Architectural Coating - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0111					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
<b>Total</b>	<b>0.0132</b>	<b>0.0141</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>8.2000e-004</b>	<b>8.2000e-004</b>		<b>8.2000e-004</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>2.5574</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.2000e-004	2.2900e-003	1.0000e-005	7.7000e-004	0.0000	7.7000e-004	2.0000e-004	0.0000	2.1000e-004	0.0000	0.6140	0.6140	2.0000e-005	0.0000	0.6144
<b>Total</b>	<b>3.0000e-004</b>	<b>2.2000e-004</b>	<b>2.2900e-003</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>0.0000</b>	<b>7.7000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>0.6140</b>	<b>0.6140</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6144</b>

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**3.6 Architectural Coating - 2022**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0111					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
<b>Total</b>	<b>0.0132</b>	<b>0.0141</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>8.2000e-004</b>	<b>8.2000e-004</b>		<b>8.2000e-004</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.7000e-004</b>	<b>0.0000</b>	<b>2.5574</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.2000e-004	2.2900e-003	1.0000e-005	7.7000e-004	0.0000	7.7000e-004	2.0000e-004	0.0000	2.1000e-004	0.0000	0.6140	0.6140	2.0000e-005	0.0000	0.6144
<b>Total</b>	<b>3.0000e-004</b>	<b>2.2000e-004</b>	<b>2.2900e-003</b>	<b>1.0000e-005</b>	<b>7.7000e-004</b>	<b>0.0000</b>	<b>7.7000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.1000e-004</b>	<b>0.0000</b>	<b>0.6140</b>	<b>0.6140</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.6144</b>

**4.0 Operational Detail - Mobile**

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**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	0.0321	0.2459	0.3772	1.5200e-003	0.1149	1.0700e-003	0.1160	0.0308	1.0000e-003	0.0318	0.0000	141.3720	141.3720	7.6500e-003	0.0000	141.5634
Unmitigated	0.0321	0.2459	0.3772	1.5200e-003	0.1149	1.0700e-003	0.1160	0.0308	1.0000e-003	0.0318	0.0000	141.3720	141.3720	7.6500e-003	0.0000	141.5634

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	28.35	341.25	251.10	301,772	301,772
Other Asphalt Surfaces	0.00	0.00	0.00		
<b>Total</b>	<b>28.35</b>	<b>341.25</b>	<b>251.10</b>	<b>301,772</b>	<b>301,772</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**





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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive 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	0.0100	1.0000e-005	1.2100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3600e-003	2.3600e-003	1.0000e-005	0.0000	2.5100e-003
Unmitigated	0.0100	1.0000e-005	1.2100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3600e-003	2.3600e-003	1.0000e-005	0.0000	2.5100e-003

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	1.1100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	8.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3600e-003	2.3600e-003	1.0000e-005	0.0000	2.5100e-003
<b>Total</b>	<b>0.0100</b>	<b>1.0000e-005</b>	<b>1.2100e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3600e-003</b>	<b>2.3600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5100e-003</b>



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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.1100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	8.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2100e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3600e-003	2.3600e-003	1.0000e-005	0.0000	2.5100e-003
<b>Total</b>	<b>0.0100</b>	<b>1.0000e-005</b>	<b>1.2100e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3600e-003</b>	<b>2.3600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5100e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	63.2656	2.6100e-003	5.4000e-004	63.4919
Unmitigated	63.2656	2.6100e-003	5.4000e-004	63.4919

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 17.8722	63.2656	2.6100e-003	5.4000e-004	63.4919
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>63.2656</b>	<b>2.6100e-003</b>	<b>5.4000e-004</b>	<b>63.4919</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 17.8722	63.2656	2.6100e-003	5.4000e-004	63.4919
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>63.2656</b>	<b>2.6100e-003</b>	<b>5.4000e-004</b>	<b>63.4919</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2619	0.0155	0.0000	0.6487
Unmitigated	0.2619	0.0155	0.0000	0.6487

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**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	1.29	0.2619	0.0155	0.0000	0.6487
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.2619</b>	<b>0.0155</b>	<b>0.0000</b>	<b>0.6487</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	1.29	0.2619	0.0155	0.0000	0.6487
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.2619</b>	<b>0.0155</b>	<b>0.0000</b>	<b>0.6487</b>

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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