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
Grading	10	25.00	0.00	37,500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground Utilities	4	10.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,549.00	488.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	5,900.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	310.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					0.2119	0.0000	0.2119	0.0823	0.0000	0.0823	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1189	1.2524	0.8379	1.9500e-003		0.0522	0.0522		0.0480	0.0480	0.0000	170.9227	170.9227	0.0553	0.0000	172.3046
Total	**0.1189**	**1.2524**	**0.8379**	**1.9500e-003**	**0.2119**	**0.0522**	**0.2641**	**0.0823**	**0.0480**	**0.1303**	**0.0000**	**170.9227**	**170.9227**	**0.0553**	**0.0000**	**172.3046**

COMMENTS

RESPONSES

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1408	4.8969	1.2079	0.0144	0.3208	0.0148	0.3356	0.0881	0.0142	0.1023	0.0000	1,428.0397	1,428.0397	0.1289	0.0000	1,431.2618
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9100e-003	1.3600e-003	0.0137	4.0000e-005	4.4100e-003	3.0000e-005	4.4400e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.9529	3.9529	1.1000e-004	0.0000	3.9556
Total	**0.1427**	**4.8982**	**1.2216**	**0.0144**	**0.3253**	**0.0148**	**0.3401**	**0.0893**	**0.0142**	**0.1035**	**0.0000**	**1,431.8926**	**1,431.8926**	**0.1290**	**0.0000**	**1,435.1174**

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					0.2119	0.0000	0.2119	0.0823	0.0000	0.0823	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1189	1.2524	0.8379	1.9500e-003		0.0522	0.0522		0.0480	0.0480	0.0000	170.9224	170.9224	0.0553	0.0000	172.3044
Total	**0.1189**	**1.2524**	**0.8379**	**1.9500e-003**	**0.2119**	**0.0522**	**0.2641**	**0.0823**	**0.0480**	**0.1303**	**0.0000**	**170.9224**	**170.9224**	**0.0553**	**0.0000**	**172.3044**

COMMENTS

RESPONSES

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.1408	4.8969	1.2079	0.0144	0.3208	0.0148	0.3356	0.0881	0.0142	0.1023	0.0000	1,428.0397	1,428.0397	0.1289	0.0000	1,431.2618
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9100e-003	1.3600e-003	0.0137	4.0000e-005	4.4100e-003	3.0000e-005	4.4400e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.8529	3.8529	1.1000e-004	0.0000	3.8556
Total	**0.1427**	**4.8982**	**1.2216**	**0.0144**	**0.3253**	**0.0148**	**0.3401**	**0.0893**	**0.0142**	**0.1035**	**0.0000**	**1,431.8926**	**1,431.8926**	**0.1290**	**0.0000**	**1,435.1174**

3.3 Underground Utilities - 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	5.7700e-003	0.0591	0.0781	1.1000e-004		3.1300e-003	3.1300e-003		2.8800e-003	2.8800e-003	0.0000	10.0413	10.0413	3.2500e-003	0.0000	10.1225
Total	**5.7700e-003**	**0.0591**	**0.0781**	**1.1000e-004**		**3.1300e-003**	**3.1300e-003**		**2.8800e-003**	**2.8800e-003**	**0.0000**	**10.0413**	**10.0413**	**3.2500e-003**	**0.0000**	**10.1225**

COMMENTS

RESPONSES

3.3 Underground Utilities - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	8.7400e-003	2.3300e-003	2.0000e-005	5.6000e-004	2.0000e-005	5.8000e-004	1.6000e-004	2.0000e-005	1.8000e-004	0.0000	2.2222	2.2222	1.6000e-004	0.0000	2.2264
Worker	3.0000e-004	2.1000e-004	2.1200e-003	1.0000e-005	6.8000e-004	0.0000	6.9000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5954	0.5954	2.0000e-005	0.0000	0.5959
Total	**5.6000e-004**	**8.9500e-003**	**4.4500e-003**	**3.0000e-005**	**1.2400e-003**	**2.0000e-005**	**1.2700e-003**	**3.4000e-004**	**2.0000e-005**	**3.7000e-004**	**0.0000**	**2.8177**	**2.8177**	**1.8000e-004**	**0.0000**	**2.8222**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.7700e-003	0.0591	0.0781	1.1000e-004		3.1300e-003	3.1300e-003		2.8800e-003	2.8800e-003	0.0000	10.0413	10.0413	3.2500e-003	0.0000	10.1225
Total	**5.7700e-003**	**0.0591**	**0.0781**	**1.1000e-004**		**3.1300e-003**	**3.1300e-003**		**2.8800e-003**	**2.8800e-003**	**0.0000**	**10.0413**	**10.0413**	**3.2500e-003**	**0.0000**	**10.1225**

COMMENTS

RESPONSES

3.3 Underground Utilities - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	9.7400e-003	2.3300e-003	2.0000e-005	5.6000e-004	2.0000e-005	5.8000e-004	1.6000e-004	2.0000e-005	1.8000e-004	0.0000	2.2222	2.2222	1.6000e-004	0.0000	2.2264
Worker	3.0000e-004	2.1000e-004	2.1200e-003	1.0000e-005	6.8000e-004	0.0000	6.9000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5954	0.5954	2.0000e-005	0.0000	0.5959
Total	**5.6000e-004**	**9.9500e-003**	**4.4500e-003**	**3.0000e-005**	**1.2400e-003**	**2.0000e-005**	**1.2700e-003**	**3.4000e-004**	**2.0000e-005**	**3.7000e-004**	**0.0000**	**2.8177**	**2.8177**	**1.8000e-004**	**0.0000**	**2.8222**

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	0.0675	0.6188	0.5884	9.6000e-004		0.0340	0.0340		0.0320	0.0320	0.0000	82.2312	82.2312	0.0198	0.0000	82.7272
Total	**0.0675**	**0.6188**	**0.5884**	**9.6000e-004**		**0.0340**	**0.0340**		**0.0320**	**0.0320**	**0.0000**	**82.2312**	**82.2312**	**0.0198**	**0.0000**	**82.7272**

COMMENTS

RESPONSES

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0536	1.7803	0.4748	4.6400e-003	0.1150	3.7700e-003	0.1188	0.0332	3.6000e-003	0.0368	0.0000	452.9187	452.9187	0.0336	0.0000	453.7591
Worker	0.1912	0.1364	1.3738	4.2600e-003	0.4410	3.1200e-003	0.4441	0.1172	2.8700e-003	0.1201	0.0000	385.2139	385.2139	0.0110	0.0000	385.4899
Total	**0.2447**	**1.9167**	**1.8486**	**8.9000e-003**	**0.5560**	**6.8900e-003**	**0.5628**	**0.1504**	**6.4700e-003**	**0.1569**	**0.0000**	**838.1326**	**838.1326**	**0.0447**	**0.0000**	**839.2490**

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	0.0675	0.6188	0.5884	9.6000e-004		0.0340	0.0340		0.0320	0.0320	0.0000	82.2311	82.2311	0.0198	0.0000	82.7271
Total	**0.0675**	**0.6188**	**0.5884**	**9.6000e-004**		**0.0340**	**0.0340**		**0.0320**	**0.0320**	**0.0000**	**82.2311**	**82.2311**	**0.0198**	**0.0000**	**82.7271**

COMMENTS

RESPONSES

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0536	1.7803	0.4748	4.6400e-003	0.1150	3.7700e-003	0.1188	0.0332	3.6000e-003	0.0368	0.0000	452.9187	452.9187	0.0338	0.0000	453.7591
Worker	0.1912	0.1364	1.3738	4.2600e-003	0.4410	3.1200e-003	0.4441	0.1172	2.8700e-003	0.1201	0.0000	385.2139	385.2139	0.0110	0.0000	385.4899
Total	**0.2447**	**1.9167**	**1.8486**	**8.9000e-003**	**0.5560**	**6.8900e-003**	**0.5628**	**0.1504**	**6.4700e-003**	**0.1569**	**0.0000**	**838.1326**	**838.1326**	**0.0447**	**0.0000**	**839.2490**

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	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

COMMENTS

RESPONSES

3.4 Building Construction - 2022

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	0.1825	6.1566	1.6461	0.0168	0.4211	0.0119	0.4330	0.1216	0.0114	0.1329	0.0000	1,642.8688	1,642.8688	0.1193	0.0000	1,645.8500
Worker	0.6624	0.4553	4.6706	0.0150	1.6149	0.0112	1.6260	0.4291	0.0103	0.4394	0.0000	1,358.9314	1,358.9314	0.0370	0.0000	1,359.8572
Total	**0.8449**	**6.6119**	**6.3166**	**0.0318**	**2.0359**	**0.0231**	**2.0590**	**0.5507**	**0.0217**	**0.5723**	**0.0000**	**3,001.8002**	**3,001.8002**	**0.1563**	**0.0000**	**3,005.7072**

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	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

COMMENTS

RESPONSES

3.4 Building Construction - 2022

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	0.1825	6.1566	1.6461	0.0168	0.4211	0.0119	0.4330	0.1216	0.0114	0.1329	0.0000	1,642.8688	1,642.8688	0.1193	0.0000	1,645.8500
Worker	0.6624	0.4553	4.6706	0.0150	1.6148	0.0112	1.6260	0.4291	0.0103	0.4394	0.0000	1,358.9314	1,358.9314	0.0370	0.0000	1,359.8572
Total	**0.8449**	**6.6119**	**6.3166**	**0.0318**	**2.0359**	**0.0231**	**2.0590**	**0.5507**	**0.0217**	**0.5723**	**0.0000**	**3,001.8002**	**3,001.8002**	**0.1563**	**0.0000**	**3,005.7072**

3.4 Building Construction - 2023

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	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4926	127.4926	0.0303	0.0000	128.2508
Total	**0.0865**	**0.7912**	**0.8934**	**1.4800e-003**		**0.0385**	**0.0385**		**0.0362**	**0.0362**	**0.0000**	**127.4926**	**127.4926**	**0.0303**	**0.0000**	**128.2508**

COMMENTS

RESPONSES

3.4 Building Construction - 2023

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	0.0596	2.0462	0.6342	6.9200e-003	0.1782	2.4500e-003	0.1806	0.0514	2.3400e-003	0.0538	0.0000	677.5626	677.5626	0.0461	0.0000	678.7144
Worker	0.2656	0.1759	1.8326	6.1100e-003	0.6832	4.6400e-003	0.6878	0.1815	4.2700e-003	0.1858	0.0000	552.9713	552.9713	0.0143	0.0000	553.3295
Total	**0.3252**	**2.2221**	**2.4668**	**0.0130**	**0.8613**	**7.0900e-003**	**0.8684**	**0.2330**	**6.6100e-003**	**0.2396**	**0.0000**	**1,230.5339**	**1,230.5339**	**0.0604**	**0.0000**	**1,232.0438**

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	0.0865	0.7912	0.8934	1.4800e-003		0.0385	0.0385		0.0362	0.0362	0.0000	127.4925	127.4925	0.0303	0.0000	128.2507
Total	**0.0865**	**0.7912**	**0.8934**	**1.4800e-003**		**0.0385**	**0.0385**		**0.0362**	**0.0362**	**0.0000**	**127.4925**	**127.4925**	**0.0303**	**0.0000**	**128.2507**

COMMENTS

RESPONSES

3.4 Building Construction - 2023

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	0.0596	2.0462	0.6342	6.9200e-003	0.1782	2.4500e-003	0.1806	0.0514	2.3400e-003	0.0538	0.0000	677.5626	677.5626	0.0461	0.0000	678.7144
Worker	0.2656	0.1759	1.8326	6.1100e-003	0.6832	4.6400e-003	0.6878	0.1815	4.2700e-003	0.1858	0.0000	552.9713	552.9713	0.0143	0.0000	553.3295
Total	**0.3252**	**2.2221**	**2.4668**	**0.0130**	**0.8613**	**7.0900e-003**	**0.8684**	**0.2330**	**6.6100e-003**	**0.2396**	**0.0000**	**1,230.5339**	**1,230.5339**	**0.0604**	**0.0000**	**1,232.0438**

3.5 Paving - 2023

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	0.0160	0.1580	0.2261	3.5000e-004		7.9100e-003	7.9100e-003		7.2800e-003	7.2800e-003	0.0000	31.0416	31.0416	0.0100	0.0000	31.2926
Paving	0.0382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0542**	**0.1580**	**0.2261**	**3.5000e-004**		**7.9100e-003**	**7.9100e-003**		**7.2800e-003**	**7.2800e-003**	**0.0000**	**31.0416**	**31.0416**	**0.0100**	**0.0000**	**31.2926**

COMMENTS

RESPONSES

3.5 Paving - 2023

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	0.0149	0.4839	0.1767	2.1400e-003	0.0505	9.0000e-004	0.0514	0.0139	8.6000e-004	0.0147	0.0000	214.2124	214.2124	0.0192	0.0000	214.6914
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	4.8000e-004	5.0000e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5091	1.5091	4.0000e-005	0.0000	1.5101
Total	**0.0156**	**0.4844**	**0.1817**	**2.1600e-003**	**0.0523**	**9.1000e-004**	**0.0533**	**0.0144**	**8.7000e-004**	**0.0152**	**0.0000**	**215.7215**	**215.7215**	**0.0192**	**0.0000**	**216.2014**

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	0.0160	0.1580	0.2261	3.5000e-004		7.9100e-003	7.9100e-003		7.2800e-003	7.2800e-003	0.0000	31.0416	31.0416	0.0100	0.0000	31.2926
Paving	0.0382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0542**	**0.1580**	**0.2261**	**3.5000e-004**		**7.9100e-003**	**7.9100e-003**		**7.2800e-003**	**7.2800e-003**	**0.0000**	**31.0416**	**31.0416**	**0.0100**	**0.0000**	**31.2926**

COMMENTS

RESPONSES

3.5 Paving - 2023

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	0.0149	0.4839	0.1767	2.1400e-003	0.0505	9.0000e-004	0.0514	0.0139	8.6000e-004	0.0147	0.0000	214.2124	214.2124	0.0192	0.0000	214.6914
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	4.8000e-004	5.0000e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.5091	1.5091	4.0000e-005	0.0000	1.5101
Total	**0.0156**	**0.4844**	**0.1817**	**2.1600e-003**	**0.0523**	**9.1000e-004**	**0.0533**	**0.0144**	**8.7000e-004**	**0.0152**	**0.0000**	**215.7215**	**215.7215**	**0.0192**	**0.0000**	**216.2014**

3.6 Architectural Coating - 2023

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	18.4889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9700e-003	0.0202	0.0281	5.0000e-005		1.1000e-003	1.1000e-003		1.1000e-003	1.1000e-003	0.0000	3.9575	3.9575	2.4000e-004	0.0000	3.9635
Total	**18.4919**	**0.0202**	**0.0281**	**5.0000e-005**		**1.1000e-003**	**1.1000e-003**		**1.1000e-003**	**1.1000e-003**	**0.0000**	**3.9575**	**3.9575**	**2.4000e-004**	**0.0000**	**3.9635**

COMMENTS

RESPONSES

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0150	9.9200e-003	0.1034	3.4000e-004	0.0385	2.6000e-004	0.0388	0.0102	2.4000e-004	0.0105	0.0000	31.1876	31.1876	8.1000e-004	0.0000	31.2078
Total	**0.0150**	**9.9200e-003**	**0.1034**	**3.4000e-004**	**0.0385**	**2.6000e-004**	**0.0388**	**0.0102**	**2.4000e-004**	**0.0105**	**0.0000**	**31.1876**	**31.1876**	**8.1000e-004**	**0.0000**	**31.2078**

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	18.4889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9700e-003	0.0202	0.0281	5.0000e-005		1.1000e-003	1.1000e-003		1.1000e-003	1.1000e-003	0.0000	3.9575	3.9575	2.4000e-004	0.0000	3.9635
Total	**18.4919**	**0.0202**	**0.0281**	**5.0000e-005**		**1.1000e-003**	**1.1000e-003**		**1.1000e-003**	**1.1000e-003**	**0.0000**	**3.9575**	**3.9575**	**2.4000e-004**	**0.0000**	**3.9635**

COMMENTS

RESPONSES

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0150	9.9200e-003	0.1034	3.4000e-004	0.0385	2.6000e-004	0.0388	0.0102	2.4000e-004	0.0105	0.0000	31.1876	31.1876	8.1000e-004	0.0000	31.2078
Total	**0.0150**	**9.9200e-003**	**0.1034**	**3.4000e-004**	**0.0385**	**2.6000e-004**	**0.0388**	**0.0102**	**2.4000e-004**	**0.0105**	**0.0000**	**31.1876**	**31.1876**	**8.1000e-004**	**0.0000**	**31.2078**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

COMMENTS

RESPONSES

	ROG	NOx	CO	SO2	Fugitive 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	3.7934	14.8798	40.3336	0.1402	179.5718	0.1117	179.6834	20.0445	0.1039	20.1484	0.0000	12,967.3334	12,967.3334	0.6760	0.0000	12,984.2327
Unmitigated	3.7934	14.8798	40.3336	0.1402	179.5718	0.1117	179.6834	20.0445	0.1039	20.1484	0.0000	12,967.3334	12,967.3334	0.6760	0.0000	12,984.2327

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse	5,600.00	5,698.00	5698.00	9,013,805	9,013,805
Hotel	3,000.00	2,457.00	1785.00	7,604,438	7,604,438
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	360.20	459.91	459.91	1,075,258	1,075,258
Strip Mall	10,080.40	5,810.61	5810.61	16,771,078	16,771,078
Total	19,040.60	14,425.52	13,753.52	34,464,579	34,464,579

4.3 Trip Type Information

COMMENTS

RESPONSES

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	4.40	7.30	7.50	100.00	0.00	0.00	100	0	0
Hotel	9.50	7.60	7.30	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	9.50	7.60	7.30	0.00	100.00	0.00	100	0	0
Strip Mall	9.50	5.20	7.30	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Condo/Townhouse	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Hotel	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Other Asphalt Surfaces	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Parking Lot	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Recreational Swimming Pool	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Strip Mall	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

COMMENTS

RESPONSES

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,653.6640	5,653.6640	0.2276	0.0471	5,673.3835
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,653.6640	5,653.6640	0.2276	0.0471	5,673.3835
NaturalGas Mitigated	0.2098	1.8686	1.3774	0.0114		0.1443	0.1443		0.1443	0.1443	0.0000	2,066.4347	2,066.4347	0.0396	0.0379	2,078.7145
NaturalGas Unmitigated	0.2098	1.8686	1.3774	0.0114		0.1443	0.1443		0.1443	0.1443	0.0000	2,066.4347	2,066.4347	0.0396	0.0379	2,078.7145

COMMENTS

RESPONSES

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.0068e+007	0.0543	0.4639	0.1974	2.9600e-003		0.0375	0.0375		0.0375	0.0375	0.0000	537.2666	537.2666	0.0103	9.8500e-003	540.4593
Hotel	2.83737e+007	0.1530	1.3909	1.1683	8.3500e-003		0.1057	0.1057		0.1057	0.1057	0.0000	1,514.1264	1,514.1264	0.0290	0.0278	1,523.1241
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	281872	1.5200e-003	0.0138	0.0116	8.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	15.0418	15.0418	2.9000e-004	2.8000e-004	15.1312
Total		**0.2088**	**1.8686**	**1.3774**	**0.0114**		**0.1443**	**0.1443**		**0.1443**	**0.1443**	**0.0000**	**2,066.4347**	**2,066.4347**	**0.0396**	**0.0379**	**2,078.7145**

COMMENTS

RESPONSES

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.0068e+007	0.0543	0.4639	0.1974	2.9600e-003		0.0375	0.0375		0.0375	0.0375	0.0000	537.2666	537.2666	0.0103	9.8500e-003	540.4593
Hotel	2.83737e+007	0.1530	1.3909	1.1683	8.3500e-003		0.1057	0.1057		0.1057	0.1057	0.0000	1,514.1264	1,514.1264	0.0290	0.0278	1,523.1241
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	281872	1.5200e-003	0.0138	0.0116	8.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	15.0418	15.0418	2.9000e-004	2.8000e-004	15.1312
Total		**0.2088**	**1.8686**	**1.3774**	**0.0114**		**0.1443**	**0.1443**		**0.1443**	**0.1443**	**0.0000**	**2,066.4347**	**2,066.4347**	**0.0396**	**0.0379**	**2,078.7145**

COMMENTS

RESPONSES

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	3.51633e+006	1,149.1678	0.0463	9.5700e-003	1,153.1760
Hotel	1.364e+007	4,457.6605	0.1794	0.0371	4,473.2084
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	143312	46.8358	1.8900e-003	3.9000e-004	46.9991
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**5,653.6640**	**0.2276**	**0.0471**	**5,673.3835**

COMMENTS

RESPONSES

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	3.51633e+006	1,149.1678	0.0463	9.5700e-003	1,153.1760
Hotel	1.364e+007	4,457.6605	0.1784	0.0371	4,473.2084
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	143312	46.8358	1.8800e-003	3.9000e-004	46.9991
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**5,653.6640**	**0.2276**	**0.0471**	**5,673.3835**

6.0 Area Detail

6.1 Mitigation Measures Area

COMMENTS

RESPONSES

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.2178	0.0599	5.2015	2.7000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	8.5021	8.5021	8.1800e-003	0.0000	8.7066
Unmitigated	7.2178	0.0599	5.2015	2.7000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	8.5021	8.5021	8.1800e-003	0.0000	8.7066

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	1.8489					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.2121					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1568	0.0599	5.2015	2.7000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	8.5021	8.5021	8.1800e-003	0.0000	8.7066
Total	**7.2178**	**0.0599**	**5.2015**	**2.7000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**8.5021**	**8.5021**	**8.1800e-003**	**0.0000**	**8.7066**

COMMENTS

RESPONSES

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	1.8499					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.2121					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1568	0.0599	5.2015	2.7000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	8.5021	8.5021	8.1800e-003	0.0000	8.7066
Total	**7.2178**	**0.0599**	**5.2015**	**2.7000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**8.5021**	**8.5021**	**8.1800e-003**	**0.0000**	**8.7066**

7.0 Water Detail

7.1 Mitigation Measures Water

COMMENTS

RESPONSES

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	344.3269	1.8364	0.0458	403.8773
Unmitigated	344.3269	1.8364	0.0458	403.8773

COMMENTS

RESPONSES

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	35.77 / 15.33	219.2239	1.1739	0.0293	257.2895
Hotel	10.95 / 2.19	58.0219	0.3590	8.8800e-003	69.6428
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	5.475 / 3.65	38.2877	0.1799	4.5200e-003	44.1306
Strip Mall	3.7595 / 3.19557	28.7934	0.1236	3.1200e-003	32.8143
Total		**344.3269**	**1.8364**	**0.0458**	**403.8773**

COMMENTS

RESPONSES

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	35.77 / 15.33	219.2239	1.1739	0.0293	257.2895
Hotel	10.95 / 2.19	58.0219	0.3590	8.6800e-003	69.8429
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	5.475 / 3.65	38.2877	0.1799	4.5200e-003	44.1306
Strip Mall	3.7595 / 3.19557	28.7834	0.1236	3.1200e-003	32.8143
Total		344.3269	1.8364	0.0458	403.8773

8.0 Waste Detail

8.1 Mitigation Measures Waste

COMMENTS

RESPONSES

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	974.1536	57.5708	0.0000	2,413.4244
Unmitigated	974.1536	57.5708	0.0000	2,413.4244

COMMENTS

RESPONSES

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	3862	781.9212	46.2102	0.0000	1,937.1767
Hotel	947	192.2324	11.3606	0.0000	476.2477
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**974.1536**	**57.5708**	**0.0000**	**2,413.4244**

COMMENTS

RESPONSES

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	3852	781.9212	46.2102	0.0000	1,937.1767
Hotel	947	192.2324	11.3606	0.0000	476.2477
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		974.1536	57.5708	0.0000	2,413.4244

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

COMMENTS

RESPONSES

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

COMMENTS

RESPONSES

Ocean KAMP Project

San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	19.75	Acre	19.75	860,310.00	0
Parking Lot	9.40	Acre	9.40	409,464.00	0
City Park	9.94	Acre	9.94	432,986.40	0
Hotel	300.00	Room	4.32	486,100.00	0
Recreational Swimming Pool	203.50	1000sqft	4.67	203,500.00	0
Condo/Townhouse	700.00	Dwelling Unit	27.40	700,000.00	2036
Strip Mall	126.40	1000sqft	1.52	126,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2024
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

COMMENTS

RESPONSES

Project Characteristics - Consistent with DSEIR's model.

Land Use - See SWAPE comment regarding Hotel land use

Construction Phase - See SWAPE comment on "Unsubstantiated Changes to Individual Construction Phase Lengths"

Off-road Equipment - Consistent with DSEIR's model.

Off-road Equipment - Consistent with DSEIR's model.

Off-road Equipment - Consistent with DSEIR's model.

Off-road Equipment - Consistent with DSEIR's model.

Off-road Equipment - Consistent with DSEIR's model.

Trips and VMT - Consistent with DSEIR's model.

Grading - Consistent with DSEIR's model.

Architectural Coating - See SWAPE comment on "Unsubstantiated Reductions to Architectural and Area Coating Emission Factors"

Vehicle Trips - Consistent with DSEIR's model.

Road Dust - Consistent with DSEIR's model

Woodstoves - Consistent with DSEIR's model.

Area Coating - See SWAPE comment on "Unsubstantiated Reductions to Architectural and Area Coating Emission Factors"

Energy Use - Electricty values consistent with the DSEIR's model. See SWAP comment regarding natural gas energy values.

Water And Wastewater - Consistent with DSEIR's model.

Solid Waste - Consistent with DSEIR's model.

Construction Off-road Equipment Mitigation - See SWAPE comment on "Incorrect Application of Construction-related Mitigation Measures"

Energy Mitigation - See SWAPE comment on "Incorrect Application of Operational Mitigation Measures"

Vehicle Emission Factors - The DSEIR fails to provide a table of the EMFAC2014 input parameters, so we can't include them.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	110.00	31.00
tblConstructionPhase	NumDays	1,550.00	441.00

COMMENTS

RESPONSES

tblConstructionPhase	NumDays	155.00	44.00
tblConstructionPhase	NumDays	110.00	31.00
tblEnergyUse	LightingElect	4.50	0.00
tblEnergyUse	LightingElect	6.22	0.00
tblEnergyUse	NT24E	3.67	0.00
tblEnergyUse	NT24E	3.16	0.00
tblEnergyUse	T24E	4.78	28.06
tblEnergyUse	T24E	3.18	0.00
tblFireplaces	NumberGas	385.00	0.00
tblFireplaces	NumberNoFireplace	70.00	100.00
tblFireplaces	NumberWood	245.00	0.00
tblGrading	MaterialExported	0.00	300,000.00
tblLandUse	LandUseSquareFeet	435,600.00	486,100.00
tblLandUse	LotAcreage	10.00	4.32
tblLandUse	LotAcreage	43.75	27.40
tblLandUse	LotAcreage	2.90	1.52
tblLandUse	Population	2,002.00	2,036.00
tblRoadDust	RoadPercentPave	100	98.7
tblSolidWaste	SolidWasteGenerationRate	0.85	0.00
tblSolidWaste	SolidWasteGenerationRate	322.00	3,852.00
tblSolidWaste	SolidWasteGenerationRate	164.25	947.00
tblSolidWaste	SolidWasteGenerationRate	1,159.95	0.00
tblSolidWaste	SolidWasteGenerationRate	132.72	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	5,900.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblVehicleTrips	CC_TL	7.30	7.60
tblVehicleTrips	CC_TL	7.30	7.60

COMMENTS

RESPONSES

tblVehicleTrips	CC_TL	7.30	5.20
tblVehicleTrips	CC_TTP	61.60	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	19.40	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	39.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TTP	39.60	0.00
tblVehicleTrips	HS_TTP	18.80	0.00
tblVehicleTrips	HW_TL	10.80	4.40
tblVehicleTrips	HW_TTP	41.60	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	9.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	52.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	22.75	0.00

COMMENTS

RESPONSES

tblVehicleTrips	ST_TR	5.67	8.14
tblVehicleTrips	ST_TR	9.10	2.26
tblVehicleTrips	ST_TR	42.04	45.97
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	4.84	8.14
tblVehicleTrips	SU_TR	13.60	2.26
tblVehicleTrips	SU_TR	20.43	45.97
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	5.81	8.00
tblVehicleTrips	WD_TR	8.17	10.00
tblVehicleTrips	WD_TR	33.82	1.77
tblVehicleTrips	WD_TR	44.32	79.75
tblWater	IndoorWaterUseRate	45,607,817.94	35,770,000.00
tblWater	IndoorWaterUseRate	7,610,031.00	10,950,000.00
tblWater	IndoorWaterUseRate	12,035,629.81	5,475,000.00
tblWater	IndoorWaterUseRate	9,362,766.72	3,759,500.00
tblWater	OutdoorWaterUseRate	11,843,324.62	0.00
tblWater	OutdoorWaterUseRate	28,752,754.79	15,330,000.00
tblWater	OutdoorWaterUseRate	845,559.00	2,190,000.00
tblWater	OutdoorWaterUseRate	7,376,676.34	3,650,000.00
tblWater	OutdoorWaterUseRate	5,736,469.92	3,195,575.00
tblWoodstoves	NumberCatalytic	35.00	0.00
tblWoodstoves	NumberNoncatalytic	35.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	11.8168	275.4483	92.1963	0.7477	24.7292	3.0395	27.7686	7.8774	2.8208	10.6982	0.0000	80,842.7242	80,842.7242	9.1424	0.0000	81,071.2832
2022	8.1437	65.7514	66.5614	0.2796	16.0282	0.9848	17.0130	4.3262	0.9262	5.2524	0.0000	28,791.5163	28,791.5163	1.9268	0.0000	28,839.6864
2023	1,193.9859	54.2540	62.7194	0.2713	16.0282	0.8276	16.8558	4.3262	0.7777	5.1038	0.0000	27,971.7255	27,971.7255	2.0639	0.0000	28,017.0145
Maximum	**1,193.9859**	**275.4483**	**92.1963**	**0.7477**	**24.7292**	**3.0395**	**27.7686**	**7.8774**	**2.8208**	**10.6982**	**0.0000**	**80,842.7242**	**80,842.7242**	**9.1424**	**0.0000**	**81,071.2832**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	11.8168	275.4483	92.1963	0.7477	24.7292	3.0395	27.7686	7.8774	2.8208	10.6982	0.0000	80,842.7242	80,842.7242	9.1424	0.0000	81,071.2832
2022	8.1437	65.7514	66.5614	0.2796	16.0282	0.9848	17.0130	4.3262	0.9262	5.2524	0.0000	28,791.5163	28,791.5163	1.9268	0.0000	28,839.6864
2023	1,193.9859	54.2540	62.7194	0.2713	16.0282	0.8276	16.8558	4.3262	0.7777	5.1038	0.0000	27,971.7255	27,971.7255	2.0639	0.0000	28,017.0145
Maximum	**1,193.9859**	**275.4483**	**92.1963**	**0.7477**	**24.7292**	**3.0395**	**27.7686**	**7.8774**	**2.8208**	**10.6982**	**0.0000**	**80,842.7242**	**80,842.7242**	**9.1424**	**0.0000**	**81,071.2832**

COMMENTS

RESPONSES

Ocean KAMP Project - San Diego 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

COMMENTS

RESPONSES

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	40.4325	0.6857	57.7948	3.0500e-003		0.3202	0.3202		0.3202	0.3202	0.0000	104.1330	104.1330	0.1002	0.0000	106.6369
Energy	1.1441	10.2389	7.5471	0.0624		0.7905	0.7905		0.7905	0.7905		12,481.3937	12,481.3937	0.2392	0.2288	12,555.5644
Mobile	24.2534	87.2812	246.5575	0.8811	1,083.3588	0.6711	1,084.0299	121.1771	0.6243	121.8014		89,810.2499	89,810.2499	4.4871		89,922.4265
Total	**65.8300**	**98.1859**	**311.8994**	**0.9465**	**1,083.3588**	**1.7817**	**1,085.1406**	**121.1771**	**1.7350**	**122.9121**	**0.0000**	**102,395.7766**	**102,395.7766**	**4.8265**	**0.2288**	**102,584.6278**

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	40.4325	0.6857	57.7948	3.0500e-003		0.3202	0.3202		0.3202	0.3202	0.0000	104.1330	104.1330	0.1002	0.0000	106.6369
Energy	1.1441	10.2389	7.5471	0.0624		0.7905	0.7905		0.7905	0.7905		12,481.3937	12,481.3937	0.2392	0.2288	12,555.5644
Mobile	24.2534	87.2812	246.5575	0.8811	1,083.3588	0.6711	1,084.0299	121.1771	0.6243	121.8014		89,810.2499	89,810.2499	4.4871		89,922.4265
Total	**65.8300**	**98.1859**	**311.8994**	**0.9465**	**1,083.3588**	**1.7817**	**1,085.1406**	**121.1771**	**1.7350**	**122.9121**	**0.0000**	**102,395.7766**	**102,395.7766**	**4.8265**	**0.2288**	**102,584.6278**

COMMENTS

RESPONSES

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	7/1/2021	8/31/2021	5	44	
2	Underground Utilities	Trenching	9/1/2021	9/23/2021	5	17	
3	Building Construction	Building Construction	9/24/2021	6/2/2023	5	441	
4	Paving	Paving	6/3/2023	7/17/2023	5	31	
5	Architectural Coating	Architectural Coating	7/18/2023	8/29/2023	5	31	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 110

Acres of Paving: 29.15

Residential Indoor: 1,417,500; Residential Outdoor: 472,500; Non-Residential Indoor: 918,750; Non-Residential Outdoor: 306,250; Striped Parking Area: 76,186 (Architectural Coating – sqft)

OffRoad Equipment

COMMENTS

RESPONSES

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Off-Highway Trucks	2	8.00	402	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Underground Utilities	Excavators	1	8.00	158	0.38
Underground Utilities	Skid Steer Loaders	1	8.00	65	0.37
Underground Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

COMMENTS

RESPONSES

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
Grading	10	25.00	0.00	37,500.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground Utilities	4	10.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,549.00	488.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	5,900.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	310.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 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					9.6314	0.0000	9.6314	3.7416	0.0000	3.7416			0.0000			0.0000
Off-Road	5.4030	56.9266	38.0872	0.0884		2.3715	2.3715		2.1817	2.1817		8,564.0894	8,564.0894	2.7698		8,633.3344
Total	**5.4030**	**56.9266**	**38.0872**	**0.0884**	**9.6314**	**2.3715**	**12.0029**	**3.7416**	**2.1817**	**5.9233**		**8,564.0894**	**8,564.0894**	**2.7698**		**8,633.3344**

COMMENTS

RESPONSES

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.3263	218.4655	53.4461	0.6572	14.8924	0.6666	15.5590	4.0814	0.6377	4.7191		72,075.0246	72,075.0246	6.3668		72,234.1933
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0562	0.6631	2.0400e-003	0.2054	1.4200e-003	0.2068	0.0545	1.3100e-003	0.0558		203.6102	203.6102	5.8100e-003		203.7555
Total	**6.4128**	**218.5217**	**54.1092**	**0.6593**	**15.0977**	**0.6680**	**15.7657**	**4.1358**	**0.6390**	**4.7749**		**72,278.6348**	**72,278.6348**	**6.3726**		**72,437.9488**

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					9.6314	0.0000	9.6314	3.7416	0.0000	3.7416			0.0000			0.0000
Off-Road	5.4030	56.9266	38.0872	0.0884		2.3715	2.3715		2.1817	2.1817	0.0000	8,564.0894	8,564.0894	2.7698		8,633.3344
Total	**5.4030**	**56.9266**	**38.0872**	**0.0884**	**9.6314**	**2.3715**	**12.0029**	**3.7416**	**2.1817**	**5.9233**	**0.0000**	**8,564.0894**	**8,564.0894**	**2.7698**		**8,633.3344**

COMMENTS

RESPONSES

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	6.3263	218.4655	53.4461	0.6572	14.8924	0.6666	15.5590	4.0814	0.6377	4.7191		72,075.0246	72,075.0246	6.3668		72,234.1933
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0865	0.0562	0.8631	2.0400e-003	0.2054	1.4200e-003	0.2069	0.0545	1.3100e-003	0.0558		203.6102	203.6102	5.8100e-003		203.7555
Total	**6.4128**	**218.5217**	**54.1092**	**0.6593**	**15.0977**	**0.6680**	**15.7657**	**4.1358**	**0.6390**	**4.7749**		**72,278.6348**	**72,278.6348**	**6.3726**		**72,437.9488**

3.3 Underground Utilities - 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	0.6792	6.9486	9.1822	0.0135		0.3688	0.3688		0.3393	0.3393		1,302.1905	1,302.1905	0.4212		1,312.7194
Total	**0.6792**	**6.9486**	**9.1822**	**0.0135**		**0.3688**	**0.3688**		**0.3393**	**0.3393**		**1,302.1905**	**1,302.1905**	**0.4212**		**1,312.7194**

COMMENTS

RESPONSES

3.3 Underground Utilities - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0302	1.0183	0.2595	2.7100e-003	0.0677	2.1400e-003	0.0698	0.0195	2.0500e-003	0.0215		291.3520	291.3520	0.0208		291.8724
Worker	0.0346	0.0225	0.2652	8.2000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		81.4441	81.4441	2.3200e-003		81.5022
Total	**0.0648**	**1.0408**	**0.5247**	**3.5300e-003**	**0.1499**	**2.7100e-003**	**0.1526**	**0.0413**	**2.5700e-003**	**0.0438**		**372.7960**	**372.7960**	**0.0231**		**373.3746**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6792	6.9486	9.1822	0.0135		0.3688	0.3688		0.3393	0.3393	0.0000	1,302.1905	1,302.1905	0.4212		1,312.7194
Total	**0.6792**	**6.9486**	**9.1822**	**0.0135**		**0.3688**	**0.3688**		**0.3393**	**0.3393**	**0.0000**	**1,302.1905**	**1,302.1905**	**0.4212**		**1,312.7194**

COMMENTS

RESPONSES

3.3 Underground Utilities - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0302	1.0183	0.2595	2.7100e-003	0.0677	2.1400e-003	0.0698	0.0195	2.0500e-003	0.0215		291.3520	291.3520	0.0208		291.8724
Worker	0.0346	0.0225	0.2652	8.2000e-004	0.0822	5.7000e-004	0.0827	0.0218	5.2000e-004	0.0223		81.4441	81.4441	2.3200e-003		81.5022
Total	**0.0648**	**1.0408**	**0.5247**	**3.5300e-003**	**0.1499**	**2.7100e-003**	**0.1526**	**0.0413**	**2.5700e-003**	**0.0438**		**372.7960**	**372.7960**	**0.0231**		**373.3746**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

COMMENTS

RESPONSES

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4756	49.6928	12.6636	0.1322	3.3036	0.1044	3.4079	0.9510	0.0998	1.0508		14,217.9749	14,217.9749	1.0159		14,243.3730
Worker	5.3579	3.4809	41.0854	0.1266	12.7247	0.0879	12.8126	3.3752	0.0810	3.4562		12,615.6892	12,615.6892	0.3600		12,624.6902
Total	**6.8334**	**53.1737**	**53.7490**	**0.2587**	**16.0282**	**0.1923**	**16.2205**	**4.3262**	**0.1808**	**4.5070**		**26,833.6641**	**26,833.6641**	**1.3760**		**26,868.0632**

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

COMMENTS

RESPONSES

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4756	49.6928	12.6636	0.1322	3.3036	0.1044	3.4079	0.9510	0.0998	1.0508		14,217.9749	14,217.9749	1.0159		14,243.3730
Worker	5.3579	3.4809	41.0854	0.1266	12.7247	0.0879	12.8126	3.3752	0.0810	3.4562		12,615.6892	12,615.6892	0.3600		12,624.6902
Total	**6.8334**	**53.1737**	**53.7490**	**0.2587**	**16.0282**	**0.1923**	**16.2205**	**4.3262**	**0.1808**	**4.5070**		**26,833.6641**	**26,833.6641**	**1.3760**		**26,868.0632**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

COMMENTS

RESPONSES

3.4 Building Construction - 2022

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	1.3723	46.9616	11.9936	0.1307	3.3036	0.0898	3.3934	0.9510	0.0859	1.0369		14,084.3523	14,084.3523	0.9848		14,108.9724
Worker	5.0652	3.1742	38.2044	0.1219	12.7247	0.0860	12.8107	3.3752	0.0792	3.4544		12,152.8304	12,152.8304	0.3301		12,161.0818
Total	**6.4375**	**50.1358**	**50.1980**	**0.2526**	**16.0282**	**0.1758**	**16.2040**	**4.3262**	**0.1651**	**4.4912**		**26,237.1827**	**26,237.1827**	**1.3149**		**26,270.0542**

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

COMMENTS

RESPONSES

3.4 Building Construction - 2022

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	1.3723	46.9616	11.9936	0.1307	3.3036	0.0898	3.3934	0.9510	0.0859	1.0369		14,084.3523	14,084.3523	0.9848		14,108.9724
Worker	5.0652	3.1742	38.2044	0.1219	12.7247	0.0860	12.8107	3.3752	0.0792	3.4544		12,152.8304	12,152.8304	0.3301		12,161.0818
Total	**6.4375**	**50.1358**	**50.1980**	**0.2526**	**16.0282**	**0.1758**	**16.2040**	**4.3262**	**0.1651**	**4.4912**		**26,237.1827**	**26,237.1827**	**1.3149**		**26,270.0542**

3.4 Building Construction - 2023

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

COMMENTS

RESPONSES

3.4 Building Construction - 2023

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	1.0581	36.9703	10.9865	0.1271	3.3035	0.0436	3.3471	0.9510	0.0416	0.9926		13,728.2713	13,728.2713	0.9016		13,750.8110
Worker	4.7960	2.8988	35.4889	0.1172	12.7247	0.0843	12.8090	3.3752	0.0776	3.4529		11,688.2443	11,688.2443	0.3021		11,695.7975
Total	**5.8541**	**39.8691**	**46.4754**	**0.2444**	**16.0282**	**0.1279**	**16.1561**	**4.3262**	**0.1193**	**4.4454**		**25,416.5156**	**25,416.5156**	**1.2037**		**25,446.6085**

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

COMMENTS

RESPONSES

3.4 Building Construction - 2023

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	1.0581	36.9703	10.9865	0.1271	3.3035	0.0436	3.3471	0.9510	0.0416	0.9926		13,728.2713	13,728.2713	0.9016		13,750.8110
Worker	4.7960	2.8988	35.4889	0.1172	12.7247	0.0843	12.8090	3.3752	0.0776	3.4528		11,688.2443	11,688.2443	0.3021		11,695.7975
Total	**5.8541**	**39.8691**	**46.4754**	**0.2444**	**16.0282**	**0.1279**	**16.1561**	**4.3262**	**0.1193**	**4.4454**		**25,416.5156**	**25,416.5156**	**1.2037**		**25,446.6085**

3.5 Paving - 2023

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	2.4637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4964**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

COMMENTS

RESPONSES

3.5 Paving - 2023

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	0.9484	30.7815	11.1754	0.1391	3.3256	0.0570	3.3826	0.9114	0.0545	0.9659		15,346.4064	15,346.4064	1.3470		15,380.0814
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0464	0.0281	0.3437	1.1400e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		113.1851	113.1851	2.9300e-003		113.2582
Total	**0.9949**	**30.8096**	**11.5190**	**0.1402**	**3.4488**	**0.0578**	**3.5066**	**0.9441**	**0.0552**	**0.9993**		**15,459.5915**	**15,459.5915**	**1.3499**		**15,493.3396**

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	2.4637					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4964**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

COMMENTS

RESPONSES

3.5 Paving - 2023

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	0.9484	30.7815	11.1754	0.1391	3.3256	0.0570	3.3826	0.9114	0.0545	0.9659		15,346.4064	15,346.4064	1.3470		15,380.0814
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0464	0.0281	0.3437	1.1400e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		113.1851	113.1851	2.9300e-003		113.2582
Total	**0.9949**	**30.8096**	**11.5190**	**0.1402**	**3.4488**	**0.0578**	**3.5066**	**0.9441**	**0.0552**	**0.9993**		**15,459.5915**	**15,459.5915**	**1.3499**		**15,493.3396**

3.6 Architectural Coating - 2023

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	1,192.8344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**1,193.0261**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

COMMENTS

RESPONSES

3.6 Architectural Coating - 2023

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	0.9598	0.5801	7.1024	0.0235	2.5466	0.0169	2.5635	0.6755	0.0155	0.6910		2,339.1580	2,339.1580	0.0605		2,340.6696
Total	**0.9598**	**0.5801**	**7.1024**	**0.0235**	**2.5466**	**0.0169**	**2.5635**	**0.6755**	**0.0155**	**0.6910**		**2,339.1580**	**2,339.1580**	**0.0605**		**2,340.6696**

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	1,192.8344					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**1,193.0261**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

COMMENTS

RESPONSES

3.6 Architectural Coating - 2023

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	0.9598	0.5801	7.1024	0.0235	2.5466	0.0169	2.5635	0.6755	0.0155	0.6910		2,339.158 0	2,339.158 0	0.0605		2,340.669 6
Total	**0.9598**	**0.5801**	**7.1024**	**0.0235**	**2.5466**	**0.0169**	**2.5635**	**0.6755**	**0.0155**	**0.6910**		**2,339.158 0**	**2,339.158 0**	**0.0605**		**2,340.669 6**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

COMMENTS

RESPONSES

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	24.2534	87.2812	246.5575	0.8811	1,083.3598	0.6711	1,084.0299	121.1771	0.6243	121.8014		89,810.2499	89,810.2499	4.4871		89,922.4265
Unmitigated	24.2534	87.2812	246.5575	0.8811	1,083.3598	0.6711	1,084.0299	121.1771	0.6243	121.8014		89,810.2499	89,810.2499	4.4871		89,922.4265

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Condo/Townhouse	5,600.00	5,698.00	5698.00	9,013,805	9,013,805
Hotel	3,000.00	2,457.00	1785.00	7,604,438	7,604,438
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Recreational Swimming Pool	360.20	459.91	459.91	1,075,258	1,075,258
Strip Mall	10,080.40	5,810.61	5810.61	16,771,078	16,771,078
Total	19,040.60	14,425.52	13,753.52	34,464,579	34,464,579

4.3 Trip Type Information

COMMENTS

RESPONSES

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	4.40	7.30	7.50	100.00	0.00	0.00	100	0	0
Hotel	9.50	7.60	7.30	0.00	100.00	0.00	100	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	9.50	7.60	7.30	0.00	100.00	0.00	100	0	0
Strip Mall	9.50	5.20	7.30	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Condo/Townhouse	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Hotel	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Other Asphalt Surfaces	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Parking Lot	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Recreational Swimming Pool	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998
Strip Mall	0.606234	0.039465	0.179154	0.102641	0.014368	0.005395	0.016820	0.024508	0.001929	0.001857	0.005869	0.000761	0.000998

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

COMMENTS

RESPONSES

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.1441	10.2389	7.5471	0.0624		0.7905	0.7905		0.7905	0.7905		12,481.3937	12,481.3937	0.2392	0.2288	12,555.5644
NaturalGas Unmitigated	1.1441	10.2389	7.5471	0.0624		0.7905	0.7905		0.7905	0.7905		12,481.3937	12,481.3937	0.2392	0.2288	12,555.5644

COMMENTS

RESPONSES

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
Condo/Townhouse	27583.5	0.2975	2.5420	1.0817	0.0162		0.2055	0.2055		0.2055	0.2055		3,245.1233	3,245.1233	0.0622	0.0595	3,264.4074
Hotel	77736	0.8383	7.6212	6.4018	0.0457		0.5792	0.5792		0.5792	0.5792		9,145.4172	9,145.4172	0.1753	0.1677	9,199.7639
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	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
Strip Mall	772.252	8.3300e-003	0.0757	0.0636	4.5000e-004		5.7500e-003	5.7500e-003		5.7500e-003	5.7500e-003		90.8532	90.8532	1.7400e-003	1.6700e-003	91.3931
Total		**1.1441**	**10.2389**	**7.5471**	**0.0624**		**0.7905**	**0.7905**		**0.7905**	**0.7905**		**12,481.3937**	**12,481.3937**	**0.2392**	**0.2288**	**12,555.5644**

COMMENTS

RESPONSES

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	27.5835	0.2975	2.5420	1.0817	0.0162		0.2055	0.2055		0.2055	0.2055		3,245.1233	3,245.1233	0.0622	0.0595	3,264.4074
Hotel	77.736	0.8383	7.6212	6.4018	0.0457		0.5792	0.5792		0.5792	0.5792		9,145.4172	9,145.4172	0.1753	0.1677	9,199.7639
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	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
Strip Mall	0.772252	8.3300e-003	0.0757	0.0636	4.5000e-004		5.7500e-003	5.7500e-003		5.7500e-003	5.7500e-003		90.8532	90.8532	1.7400e-003	1.6700e-003	91.3931
Total		**1.1441**	**10.2389**	**7.5471**	**0.0624**		**0.7905**	**0.7905**		**0.7905**	**0.7905**		**12,481.3937**	**12,481.3937**	**0.2392**	**0.2288**	**12,555.5644**

6.0 Area Detail

6.1 Mitigation Measures Area

COMMENTS

RESPONSES

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	40.4325	0.6657	57.7948	3.0500e-003		0.3202	0.3202		0.3202	0.3202	0.0000	104.1330	104.1330	0.1002	0.0000	106.6369
Unmitigated	40.4325	0.6657	57.7948	3.0500e-003		0.3202	0.3202		0.3202	0.3202	0.0000	104.1330	104.1330	0.1002	0.0000	106.6369

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	10.1309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	28.5596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7420	0.6657	57.7948	3.0500e-003		0.3202	0.3202		0.3202	0.3202		104.1330	104.1330	0.1002		106.6369
Total	**40.4325**	**0.6657**	**57.7948**	**3.0500e-003**		**0.3202**	**0.3202**		**0.3202**	**0.3202**	**0.0000**	**104.1330**	**104.1330**	**0.1002**	**0.0000**	**106.6369**

COMMENTS

RESPONSES

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	10.1309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	28.5596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7420	0.6657	57.7948	3.0500e-003		0.3202	0.3202		0.3202	0.3202		104.1330	104.1330	0.1002		106.6369
Total	**40.4325**	**0.6657**	**57.7948**	**3.0500e-003**		**0.3202**	**0.3202**		**0.3202**	**0.3202**	**0.0000**	**104.1330**	**104.1330**	**0.1002**	**0.0000**	**106.6369**

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

10.0 Stationary Equipment

COMMENTS

RESPONSES

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

COMMENTS

RESPONSES

Ocean KAMP Project

San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	19.75	Acre	19.75	860,310.00	0
Parking Lot	9.40	Acre	9.40	409,464.00	0
City Park	9.94	Acre	9.94	432,986.40	0
Hotel	300.00	Room	4.32	486,100.00	0
Recreational Swimming Pool	203.50	1000sqft	4.67	203,500.00	0
Condo/Townhouse	700.00	Dwelling Unit	27.40	700,000.00	2036
Strip Mall	126.40	1000sqft	1.52	126,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2024
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

COMMENTS

RESPONSES

EXHIBIT B

SMITH ENGINEERING & MANAGEMENT

September 27, 2021

Ms. Tara Messing
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Subject: Ocean Kamp Draft Supplemental EIR P21019

Dear Ms. Messing:

I reviewed the Draft Supplemental Environmental Impact Report (the "DSEIR") for the Ocean Kamp Project (the "Project") in the City of Oceanside (the "City"). My review is with respect to transportation and circulation considerations. My qualifications to perform this review include registration as a Civil and Traffic Engineer in California, over 50 years professional consulting practice in these fields, and both the preparation and review of the traffic and transportation components of numerous environmental documents prepared under the California Environmental Quality Act ("CEQA"). My professional resume is attached hereto.

The Vehicle Miles Traveled Analysis of the Project's Retail/Commercial Component Was Conducted Relative To an Improper Baseline.

J-56

The DSEIR finds that, using the San Diego County Association of Governments ("SANDAG") Series 13 Year 2020 Travel Demand Model, with the Project land use encoded within the appropriate zones, total gross regional vehicle miles traveled ("VMT") would be 83,764,311 miles, while in a baseline run of the Model for that same year but *without the Project*, the gross regional VMT would be 84,682,067 miles.[1] Hence, the DSEIR's finding is that the Project results in a *net reduction of 917,756 miles of total regional VMT* and that consequentially the

[1] DSEIR at 4.5-10—4.5-11.

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J-56 Please refer to Response J-14.

Project commercial component does not have a significant adverse VMT impact.[2] However, this finding is implausible unless the 2020 Baseline without Project run of the Model included the encoding for a much greater use on the Project site, such as assuming development of the previously proposed The Pavilion at Oceanside Project or the Pavilion at Oceanside Reduced Project Draft Subarea Plan Alternative. Or, though less likely, it could reflect an assumption in the "With Project" case that the land use assumed for the Project site is not additional development for the Region but a transference of development that had been assumed in a more VMT generating location elsewhere in the Baseline case. The DSEIR must explain exactly what land use was assumed for the Project site in the 2020 Without Project Baseline Case or if a transference of assumed development elsewhere is reflected in the "With Project" case, what justification there is for this transference.

J-56 cont. The DSEIR indicates that the site, once used for a drive-in theatre, has been used over the last decade for a Saturday flea market. Neither of these uses, if assumed in the Model Baseline run, could generate the overall VMT results in the DSEIR VMT analysis as described above. If the land uses assumed in the "Baseline Without Project" SANDAG model run reflect the land uses comprising The Pavilion at Oceanside Project or its Reduced Project Alternative, this would be in conflict with CEQA's requirement that the proper baseline is existing conditions, not permitted conditions that had never occurred. Counting the permitted but never built Pavilion at Oceanside project as part of the baseline creates an illusory baseline that discounts the Project's actual VMT against VMT for a project that was never built or operated. If the DSEIR's VMT analysis has assumed an improper baseline that includes development that never existed on the Project site, the DSEIR must be revised and recirculated with a VMT analysis for the Project's proposed uses that relies on a proper baseline given existing uses.

The Mitigation Proposed for the Significant Residential VMT Impact the DSEIR Discloses Is Unlikely To Mitigate VMT to Less than Significant Levels

J-57 The DSEIR discloses at Section 4.5, Table 4.5-2 at page 4.5-10 that the Project would generate 16.0 VMT per capita resident, that the appropriate threshold of significance is 14.96 VMT per capita, and that consequentially this is a significant impact. The related narrative on the same page discloses that mitigation would have to reduce residential VMT per capita by 6.68 percent to bring VMT per capita below the significant impact threshold. In order to do so, the DSEIR proposes at page 4.5-12 to implement a measure from the California Air Pollution Control Officers Association ("CAPCOA") publication *Quantifying Greenhouse Gas Emission Measures: A Resource For Local Government To Assess*

[2] *Id.*

J-57 Please refer to Response J-20.

Reductions From Greenhouse Gas Emissions Mitigation Measures. The measure selected is entitled LUT-9: Improve Design of Development in the referenced publication. It is labeled mitigation measure TRA-1 in the DSEIR and described as follows:

> "**TRA-1: Improve Development Design**: Implement the guidelines outlined in CAPCOA measure LUT-9, which is applicable to residential projects in an urban or suburban area. The proposed project shall improve the proposed design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments."

The DSEIR asserts that this vague measure would reduce residential VMT per capita by 11.7 percent.

J-57 cont.

The first point that must be realized is that the City and its consultants are not implementing improvements to the Project design at all. They are merely asserting that because of certain features of the design, the SANDAG Model overstates residential per capita VMT by 11.7 percent. Close examination of the metrics involved demonstrates why this assertion is entirely unsupported.

What DSEIR Appendix E and that document's own Appendix B make clear is that the reduction is based on a comparison of density of intersections per square mile in the Project site to average density per square mile for typical suburban areas. However, it is baseless to assert that the density of intersections per square mile in a relatively tiny area of about 14 hundredths of a square mile (0.143 square miles) would alter the average VMT of residents traveling between that area and all of the SANDAG region that totals roughly 4000 square miles. What is reasonably likely is that the subject metric could alter the transportation mode choices of residents from automotive to non-automotive modes on trips that remain entirely within the Project area and similarly sized areas immediately contiguous to it by something like 11.7 percent. The DSEIR and its appendices do not identify how many trips by Project residents remain internal to the Project site or in its immediate environs so we are unable to compute how much VMT would be influenced by the local area intersection density metric. But the number of automotive trips remaining in such a small area are few and they comprise the shortest trips made by residents. So the likely impact of mitigation measure TRA-1 is likely far less than the 11.7 percent reduction in average VMT per capita resident assumed in the DSEIR.

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In addition to the single mitigation measure above, the DSEIR identifies a non-enforceable measure and several "trip reduction strategies as Project features and conditions of approval, with implementation required at 50 percent occupancy," the effectiveness of which are both unquantified and dubious. These include:

- Coordinating with the City to provide a pedestrian crosswalk across Benet Road at Airport Road to help address the lack of pedestrian facilities on the eastern side of Benet Road.
- Provide ride sharing coordination through the Project Homeowners Association to match residents interested in carpooling.
- Coordinating with nearby schools and/or with the Project Homeowners Association to match residents interested in carpooling to/from school.
- Provide on-site transit opportunities information.
- Encourage bicycling by providing on-site bicycle infrastructure such as bike racks.

Regarding the crosswalk across Benet Road at Airport Road, merely having the Project Sponsor "coordinate" with the City regarding a possible public improvement does not qualify as effective or enforceable mitigation under CEQA; both parties must commit to implementing the improvement, and the MMRP must include a binding requirement to carry out the improvement, to qualify as mitigation. Moreover, the proposed crosswalk is of virtually no relevance to the Project. Airport Road does not even directly connect to the Project site. The intersection is about 0.8 miles distance as the crow flies from the nearest corner of the Project site and much farther via actual road connections. Although the DSEIR asserts the crosswalk will improve connection to the San Luis Rey River Trail, there is much closer and more direct connection to this trail from the Project via Foussat Road or Ocean Point Road. Finally, the limits of the intersection of Benet Road with Airport Road is only about 60 feet from the limits of the signalized intersection of Benet Road with State Route 76 by strict engineering definition; about 130 feet by projection of curb line tangents. Given this close spacing, it may not be practical to place a crosswalk at the suggested location at all.

J-58

Regarding carpool matching through the homeowners association, while this sounds like a nice idea, the sad truth is that people rarely pay attention to these organizations unless there is some burning problem in the neighborhood or the association leaders propose a large financial assessment to make some improvement. The DSEIR does not include any analysis to demonstrate that ridesharing information provided through an organization of a relatively small number of neighbors would add any meaningful number of actual ride-shares to the numbers formed through pooling resources available at the employment end of people's commutes.

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J-58 The commenter mistakenly stated that the list of five recommendations (listed on page 4 of the comment letter) are "mitigation measures". If the recommendations were mitigation measures, the commenter would be correct that any reductions relied upon in the SEIR's analysis would need to be discussed.

The project's implementation of strategies such as on-site transit information, car-pool matching, and the provision of bike racks, is intended to further reduce the number/distance of automobile trips generated by residents of the project, not to address the project's significant residential VMT impact. In addition, the City disagrees with the dismissal of these measures. The provision of the crosswalk will increase pedestrian safety and the provision of ride-sharing and transit opportunities will certainly reduce trips by their very nature.

The local transportation study (Appendix D of the Draft SEIR) assumed zero percent of the users would utilize transit to reach the site to provide a conservative analysis.

Rideshare matching through the homeowners association or the schools likely has even less effectiveness. People who share the burden of transportation of their children to and from school do so because they already know and have come to trust their neighbors, know the children are of similar ages and are compatible, and know they go to the same school on the same schedule. They are not likely to entrust their children to an unknown parent off a matching list that happens to live somewhat nearby. So, it is unlikely that pool matching through schools and homeowners associations would add meaningfully to the school ridesharing that naturally takes place among neighbors so as to create a meaningful reduction in VMT.

Regarding provision of on-site transit opportunities information, it is questionable where this would be placed such that residents would actually see it. A more important question is what added value, if any, this would have in inducing people to use transit more, since virtually all residents have ready access to transit route and schedule information through their computers and smart phones. Finally, transit information isn't helpful in attracting transit use unless effective transit service is available between the immediate area of the Project site and places in the region where people want to go. The DSEIR does not directly address this latter issue. However, it does identify three North County Transit District routes as serving the "Project area", apparently meaning the broad area covered in the traffic study rather than the immediate area of the Project site. These routes are the 303, 309 and 313.

J-58 cont.

The 313 operates between the San Luis Rey Transit Center several miles to the northeast of the Project site and the Oceanside Transit Center several miles to the southwest of the Project site. It operates at a weekday frequency of once per hour, each direction. The stop closest to the Project site is at Foussat Drive and Mesa, which is about 0.7 miles from the near corner of the site but about a mile from the center of the residential portion of the site. The low frequency of service and distance of the nearest stop from the site make it unlikely residents would rely on this service regardless of promotional information.

The 309 Route is on a north-south alignment from the San Luis Rey transit center northeast of the Project site to the Encinitas transit center several miles to the south. It operates on an approximately 30-minute weekday frequency. The closest stop is at El Camino Real and Mission, about 0.5 miles from the near corner of the Project site but about 0.85 miles from the center of the residential area. The better frequency of service and extent of destinations served makes this a potentially very useful route but the distance to the nearest stop makes the route less than highly attractive.

Route 303 operates on an east-west alignment that arcs to the north, running from the Oceanside transit center to the Vista transit center. It operates on a 15-

minute weekday frequency. The closest stops are at Mission Avenue and Frontier Drive and at Mission Avenue and Foussat Drive. The stops are about 0.2 to 0.25 miles walking distance from the near corners of the Project but about 0.5 miles from the center of the residential portion. The frequency and destinations served likely make this the most useful route to the Project, but more so to the workers in the retail and commercial portions of the Project that are closer to the stops than the residential area, which is what requires the VMT mitigation.

J-58 cont.

Taken together, transit services that are frequent, closely accessible, and serve important destinations are patronized. Services that are infrequent, and hard to access won't attract ridership no matter how many transit information kiosks are deployed. We note that, unlike the Pavilion at Oceanside project that included a transit center within the project area, the currently proposed Project does not include any such facility. Thus, the proposed Project does not improve transit services in any way. Hence, it does not provide the City with substantial evidence supporting a quantitative reduction in VMT based on transit service.

The DSEIR Fails To Discuss the Findings of Its Appendix D

J-59

The DSEIR fails to discuss the findings of its Appendix D (the "Local Transportation Study") rendering the DSEIR inadequate as an informational document under CEQA. Although SB 743 and related CEQA guidelines make VMT rather than previously relied upon Level-of-Service ("LOS") standards the primary measure of transportation impact, the City of Oceanside General Plan Transportation Element contains LOS standards, a fact that Appendix D admits. Conformance to General Plans and policies *is* a CEQA issue, making the content of ISMND Appendix D subject to review, comment, and requirements for substantive response under CEQA process where nonconformance to General Plan LOS standards is involved. Hence, failure to discuss the findings of Appendix D within the body of the DSEIR renders the DSEIR inadequate as an information document.

J-60

In fact, the Appendix D Local Transportation Study identifies the following 9 intersections and 2 road segments where the Project would cause significant effects that, without improvements, would constitute non-compliance with the General Plan and hence, significant CEQA impacts.

Intersections
- Intersection #4. SR 76 / Canyon Drive
- Intersection #5. SR 76 / Benet Road
- Intersection #6. SR 76 / Airport Road
- Intersection #7. SR76 / Foussat Road
- Intersection #8. SR 76 / Douglas Drive

J-59 CEQA Guidelines §15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision makers should address. A project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment. Generally, a project need not be in perfect conformity with each and every general plan policy. The comment erroneously asserts that the SEIR does not disclose the General Plan LOS goals. Relying on the analysis from Appendix D, the SEIR analyzes consistency with the Circulation Element, including consistency with Policy 3.20 addressing LOS and off-site improvements, in Sections 4.2 (Land Use and Planning) and 4.5 (Transportation and Traffic). Because LOS/delay has been removed as being the basis for determining significant impacts in CEQA per Senate Bill 743 (SB 743) and the project has performed the LOS analysis consistent with the requirements of Policy 3.20, no significant conflict or CEQA impact based on General Plan policies addressing poor LOS was found to occur.

J-60 Please refer to Response J-59 above.

J-60 cont.

- Intersection #9. SR76 / Rancho Del Oro Drive
- Intersection #21. Mission Avenue / Rancho Del Oro Drive
- Intersection #24. Foussat Road / Foussat Road (North)
- Intersection #25. Foussat Road / Alex Road

Segments

- Segment #5. SR 76: Airport Road to Foussat Road
- Segment #21. Foussat Road: Alex Road to SR 76

J-61

With respect to the intersections, Appendix D finds the Project's obligations to improvements it defines for 6 of the intersections would be met by making fair share payments toward those improvements. At the remaining 3, both intersections of Foussat Road with Alex Road and the intersection of Mission Avenue with Rancho Del Oro Drive, the Project is found to be responsible for the full cost of the improvement. However, there are two problems with this. All six of the intersections where fair share payments are to be made are State Highway 76 intersections under Caltrans jurisdiction. Neither the City nor the applicant can guarantee if or when Caltrans will carry out the improvements or allow them to be constructed. Also, even with the proposed improvements, the intersections of SR 76 with Foussat Road, Douglas Drive and Rancho Del Oro Drive will remain noncompliant with General Plan standards. For these reasons, all of the six State Highway intersections identified should be designated as having significant and unavoidable impacts for non-conformance with the General Plan.

A similar situation exists with regard to Segment # 5, the segment of SR 76 Between Airport Road to Foussat Road. Since improvement of a State Highway under Caltrans jurisdiction cannot be guaranteed, this must be designated a significant and unavoidable impact for non-conformance to the General Plan.

DSEIR Appendix D Fails To Analyze the Project's Long Term Cumulative Impacts

J-62

The DSEIR only analyzes the Project's current LOS impacts to Year 2020. There is no long-term analysis of cumulative traffic impacts with respect to conformance to Oceanside General Plan Transportation Element plans and policies. The DSEIR Appendix D makes the vague claim at page 81 that the Project was analyzed to Year 2035 in SANDAG Model Series 12, which assumed a similar gross traffic generation on the traffic analysis zones comprising the current Project proposal, implying that this was the basis of the original 2008 EIR that was certified. However, this is false and, seemingly, deliberately misleading. The only thing true in the Appendix D statement is that the SANDAG Model Series 12 included gross trip generation totals for the traffic analysis zones comprising the Project site that were very close to those of the Project currently proposed. However, the SANDAG Model Series 12 results were not relied upon and not yet available when the DEIR and FEIR for the "Pavilion" Project were

J-61 The project is responsible for less than 15% of the total traffic using each of the 6 intersections (ranging from 3% to 15%) along SR 76 within the study area. Therefore, a fair share contribution is appropriate to satisfy the Project's improvement obligations. These intersections are not within the City of Oceanside's jurisdiction and therefore the comment that the intersections are "non-compliant with the City General Plan" and would therefore incur a significant impact is false.

Lastly, LOS/delay has been removed as being the basis for determining significant impacts in CEQA per Senate Bill 743 (SB 743). The commenter is therefore incorrect to state that the intersections would experience "significant and unavoidable" CEQA impacts based on poor LOS.

For these reasons, it is false that the recommended payment of a fair share towards the intersection improvements results in "significant and unmitigable" transportation impacts.

J-62 The local transportation study (Appendix D of Draft SEIR) contains a near-term cumulative analysis but not a long-term cumulative analysis. Section 11.0 of the local transportation study clearly describes why a long-term cumulative analysis is not needed in addition to a near-term cumulative analysis.

Analysis of Long Term (Year 2035) conditions was not conducted for the project. An EIR addressing development of the Project site was certified by the City of Oceanside in 2008. The Pavilion at Oceanside project described in the EIR consisted of a 950,000-square foot (SF) shopping center with a variety of retail uses. The previously approved project was calculated to generate 32,175 ADT, with 1,254 AM peak hour trips and 2,872 PM peak hour trips.

J-62 cont.

prepared in 2008. The Series 12 Model had a baseline of 2008 and its results were not available until years subsequent to publication of the "Pavilion" Project. The original "Pavilion" Project EIR never relied on the results of the Series 12 Model. The Series 12 Model results were never used for a project level environmental analysis of the "Pavilion" project or the subject Project.

Furthermore, the 2035 transportation network in the Series 12 SANDAG Model assumed completion of a project to improve SR 76 from I-5 to Melrose Drive (essentially through the entire Appendix D traffic study area) to include 3 through lanes at mid-intersection segments and 3 through lanes at intersections. This project has been deleted from the Regional Transportation Plan and is unlikely to be completed until post-2050 and, considering shifting priorities in Regional Transportation Plan emphasis, perhaps not ever. Hence, reference to the Series 12 Model runs is irrelevant and misleading.

Additionally, Appendix D at Section 7.3, page 48 states that the current Project traffic analysis relies upon, as a sole concrete reference source, the trip distribution assumed in the 2008 DEIR. The problem with this is that the 2008 project had no residential or resort components as the current Project does, and that these components would have radically different trip patterns than the exclusively commercial project proposed in 2008. This, and the issue of why the DSEIR would rely on an obsolete trip distribution substantially irrelevant to some of the Project's currently proposed land uses, and one that is inconsistent from the SANDAG Series 13 Model relied upon in the DSEIR's VMT analysis, demonstrates potentially new significant impacts from this Project that were inadequately analyzed in the DSEIR.

Conclusion

Given the above, the DSEIR is inadequate, must be extensively revised and recirculated in Draft status.

Sincerely,

Smith Engineering & Management
A California Corporation

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J-62 (cont.) The currently proposed Ocean Kamp Project is calculated to generate 13,135 fewer ADT (approximately 41% less) than the site's previously approved Pavilion project. Therefore, an analysis of Long-Term conditions for a project site that has already been approved for more trips than are currently proposed is not warranted.

The Series 12 Traffic Model was not used to forecast traffic volumes within the Ocean Kamp project traffic study. It was only referenced on one page of Section 11 of the local transportation study to demonstrate that the amount of traffic generated by the proposed project and the amount of traffic assumed in the SANDAG model for the project site is comparable. Again, the volumes from the Series 12 Traffic Model were not utilized in the local transportation study.

Section 7.3 of the local transportation study states that "The distribution of Project traffic was determined based on information in the previously approved TIA for the Pavilion at Oceanside project as well as the locations of the proposed access points, traffic patterns observed from the existing traffic counts, and the proximity of the project to surrounding freeways, attractions, and residential and commercial areas. The trip distribution was developed in consultation with City staff".

The comment falsely says that the "sole" source of the trip distribution was the prior project's trip distribution. The trip distribution percentages assumed in the Pavilion and in the Ocean Kamp traffic studies are not the same. A unique trip distribution for the Ocean Kamp project was developed, accounting for the proposed land uses, the location of proposed access points, existing traffic volumes/patterns, and the proximity to surrounding freeways, attractions, residential areas and commercial areas. In addition, the SEIR traffic consultant worked with City staff to determine the most accurate trip distribution.

Daniel T. Smith Jr., P.E.
President

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EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil, Ret.) Washington No. 29337 (Civil, Ret.)
California No. 938 (Traffic) Arizona No. 22131 (Civil, Ret.)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.). Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21'st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

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Transportation Centers. Project manager for Daly City Intermodal Study which developed a $7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al*, Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard et al., U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

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Subject: FW: [EXTERNAL] RE: Ocean KAMP (The Pavilion at Oceanside)
Date: Monday, October 18, 2021 2:34:14 PM

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To: Sergio Madera <SMadera@oceansideca.org>
Cc: Jeff Hunt <JHunt@oceansideca.org>; Stuckrath, Janet <Janet_Stuckrath@fws.gov>; mikegrehl@n4fl.com; Drewe, Karen@Wildlife <Karen.Drewe@wildlife.ca.gov>; Lane, Jessie@Wildlife <Jessie.Lane@Wildlife.ca.gov>
Subject: Re: [EXTERNAL] RE: Ocean KAMP (The Pavilion at Oceanside)

In Reply Refer To:

FWS-SDG-07B0017-22TA0056

Sergio,

Thank you for participating in the call on October 14, 2021, regarding the draft SEIR for the Ocean KAMP project. The Service agrees with the comments provided by the California Department of Fish and Wildlife (CDFW).

We offer the following comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources and to achieve consistency with its draft Subarea Plan (SAP):

K-1

1. Figure 2-3 of the draft SEIR shows Lot D along the eastern side of the project. Please provide information on the width and acreage of Lot D and confirmation that it is the 100-foot-wide wildlife corridor required by the 2008 Final EIR for the Pavilion project.

K-2

2. The SEIR states that the project does not meet the buffer requirements of the draft Subarea Plan and that this impact is significant and unmitigable. Please clarify what buffer this is referring to.
   We agree with the BIO-5 measure's proposed use of a native plant list within the 100-

K-1 As described on page 2-11 of the Draft SEIR, the project would preserve approximately 4 acres of biological open space along the eastern property boundary to serve as a "stepping stone" corridor that would be restored to serve as a functioning wildlife movement corridor and linkage for sensitive avian species. Consistent with the 2008 Pavilion EIR mitigation measures BIO-5 and BIO-6, this 100-foot wide corridor is to be planted with native species and preserved via a conservation easement

K-2 cont.

3. foot-wide wildlife corridor. We would like to work with the City and Ocean KAMP to restore coastal sage scrub (CSS) within both the SDG&E easement and the 100-foot corridor on the project site to help achieve the Wildlife Corridor Planning Zone (WCPZ) CSS restoration goals in the draft SAP .

K-3

4. As mentioned in the CDFW letter, please provide details on how impacts to approximately 40 acres of non-native grassland will be mitigated. During our call, we discussed that a 14.06-acre offsite parcel in the WCPZ was going to be used for this, including up-tiering credit for preserving CSS on the parcel. Please provide a biological resources report with information on the location and baseline resources, proof of purchase, and a copy of the conservation easement for this offsite parcel.

K-4

5. BIO-6 requires the placement of a conservation easement over the 100-foot corridor. The conservation easement should be in place prior to occupancy of the development.

K-5

6. We recommend that following condition be added for both on and offsite conservation areas:

   The applicant will prepare and implement a perpetual management, maintenance, and monitoring plan for all on- or off-site biological conservation easement areas. The applicant will also establish a non-wasting endowment for an amount approved by the Wildlife Agencies based on a Property Analysis Record (PAR) (Center for Natural Lands Management ©1998) or similar cost estimation method to secure the ongoing funding for the perpetual management, maintenance and monitoring of the biological conservation easement area by an agency, non-profit organization, or other entity approved by the Agencies. The applicant will submit a draft plan including: 1) a description of perpetual management, maintenance, and monitoring actions and the PAR or other cost estimation results for the non-wasting endowment; 2) proposed land manager's name, qualifications, business address, and contact information, to the Wildlife Agencies for approval at least 30 days prior to initiating project impacts. The applicant will submit the final plan to the Wildlife Agencies and a contract with the approved land manager, as well as transfer the funds for the non-wasting endowment to a non-profit conservation entity, within 60 days of receiving approval of the draft plan

K-6

We request that the final SEIR address our and CDFW's comments. Thank you for the opportunity to review the draft SEIR. We appreciate the City's and Ocean KAMP's efforts to achieve consistency with the draft SAP.

David
David Zoutendyk (He/His/Him)
Division Supervisor

U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008
(760) 431-9440 x222
david_zoutendyk@fws.gov

K-1 (cont.) subject to final review and approval by the Wildlife Agencies. Impacts related to the existing wildlife corridor have been sufficiently addressed in the Draft SEIR.

K-2 The commenter's reference to the project not meeting the buffer requirements of the Subarea Plan was in the section of the SEIR summarizing the conclusions of the project analyzed in the Pavilion EIR. The Pavilion FEIR analyzed the potential impacts associated with The Pavilion at Oceanside, and determined that The Pavilion at Oceanside would not be in compliance with the SAP because of corridor width, resulting in a significant and unmitigable impact. The Pavilion EIR then proceeds to state, "Mitigation would require the adoption of Alternative C, discussed in Chapter VI of this EIR" (refer to page 71 of the Pavilion Draft EIR). As discussed in response to comment F-10 above, during City Council consideration of The Pavilion at Oceanside, the 88.3-acre Reduced Project/Draft Subarea Plan Alternative was approved for implementation as the Environmentally Preferred project (see page 1-3 of the Draft SEIR). Therefore, the proposed project would not conflict with the SAP due to corridor width. The project as currently proposed is consistent with the impacts and mitigation requirements of the SAP, including the proposed use of native plants within the 100-foot wide wildlife corridor preserved on-site.

K-3 The project has impacted 36.34 acres of NNG and will provide compensatory mitigation at a 0.5:1 ratio for a total 18.17 acres of NNG and has, as noted in the comment, coordinated with the agencies on acceptable mitigation locations and protections. A baseline vegetation map of the offsite parcel documenting existing vegetation conditions was provided to USFWS in 2019 in coordination efforts to review and approve the use of the offsite parcel as mitigation for impacts to NNG. Proof of purchase and a draft conservation easement will be provided to USFWS for review.

K-4 Consistent with the requirements of mitigation measure BIO-6, the conservation easement will be recorded prior to occupancy of the development.

K-5 A draft Perpetual Management Plan was drafted in 2019 and an estimate for endowment was produced and will be updated. The proposed

	K-5 (cont.) Land Manager was considered together in coordination with USFWS in 2019. Drafts of the requested documents in this comment will be provided to USFWS for review and approval prior to being finalized. The final Perpetual Management Plan will be completed prior to occupancy or operation of any project component.
	K-6 Comment noted. Please also see responses C-1 through C-7.

I am currently working from home and infrequently checking my office voicemail. Please email me if you'd like to schedule a phone call or meeting.

From: Sergio Madera <SMadera@oceansideca.org>
Sent: Friday, October 8, 2021 11:49 AM
To: Stuckrath, Janet <Janet_Stuckrath@fws.gov>
Cc: Zoutendyk, David <David_Zoutendyk@fws.gov>; Jeff Hunt <JHunt@oceansideca.org>
Subject: |EXTERNAL| RE: Ocean KAMP (The Pavilion at Oceanside)

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Janet,

Good morning. Thank you for reaching out regarding the Service's review of the SEIR for the Ocean Kamp project. While I appreciate that you only recently became aware that the SEIR public comment period is closing today, the City did everything in its power to make sure interested parties and agencies were made aware of the availability of the document for public review. These efforts included filing the Notice of Availability (NOA) with the County Clerk and State Clearinghouse, posting the document and appendices on the City website and the CEQAnet web portal, and mailing the NOA to the Service via Certified Mail, which was returned to the City as unclaimed (see attached photo). While we value the Service's input on this unique and interesting project, we cannot extend the review period an additional three weeks. We are willing to provide the Service one additional week so that there is an opportunity to review the document and provide comments. We'll accept comments from the Service up until the close of business (4:00 PM) Friday October 15, 2021. This extension of the comment period is only being provided to the Service, not other agencies or individuals.

The SEIR and associated appendices can be accessed at the following link:

https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/ocean_kamp.asp

Please let me know if you might have any questions.

Regards,

Sergio

Sergio Madera
Principal Planner
City of Oceanside
Development Services Department
Planning Division
760-435-3539
smadera@oceansideca.org
All voicemail to and e-mail to and from the City of

Response K received October 15, 2021 and responded to above.

Oceanside may be considered public information and may be disclosed upon request.

From: Stuckrath, Janet <Janet_Stuckrath@fws.gov>
Sent: Thursday, October 7, 2021 3:54 PM
To: Sergio Madera <SMadera@oceansideca.org>
Cc: Zoutendyk, David <David_Zoutendyk@fws.gov>
Subject: Ocean KAMP (The Pavilion at Oceanside)

Warning: External Source

Sergio,
Jessie Lane at CDFW just notified us that they had received a Notice of Completion for a Draft Supplemental EIR. We did not receive that notice. This is a project that the Service has concerns about; therefore, I'm requesting an extension of the comment period to October 29 to give us a chance to review the documents and provide comments.

Janet Stuckrath
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Janet_Stuckrath@fws.gov

I am currently working from home and infrequently checking my office voicemail. Please email me if you'd like to schedule a phone call or meeting.