APPENDIX A- AIR QUALITY AND GREENHOUSE GAS REPORT

MIG – December 2018

This Page Intentionally Left Blank

127 Pomona Avenue Mixed-Use Project

Air Quality and Greenhouse Gas Analysis

December 2018

Prepared for:

FRC Realty, Inc.
12121 Wilshire Boulevard, Suite 720
Los Angeles, California 90025

Prepared by:

MIG
1500 Iowa Avenue, Ste. 110
Riverside, California 92507

This document is formatted for double-sided printing to conserve natural resources.

Table of Contents

List of Tables

List of Figures

Appendices

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
AB	Assembly Bill
ADA	Americans with Disabilities Act
AMSL	Above Mean Sea Level
AQMP	Air Quality Management Plan
BAU	Business As Usual
BTU	British Thermal Unit
CA	California
CAA	Clean Air Act
Cal-EPA	California Environmental Protection Agency
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CAT	Climate Action Team
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	Methane
CNRA	California Natura Resources Agency
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
DPM	Diesel Particulate Matter
F	Fahrenheit
GHG	Greenhouse Gas(es)
GWP	Global Warming Potential
H_2S	Hydrogen Sulfide
HAP	Hazardous Air Pollutants
HFCs	Hydrofluorocarbons
HR	Hour
IPCC	Intergovernmental Panel on Climate Change
KBtu	Thousand British Thermal Units
KSF	Thousand Square Feet
KWH	Kilowatt-hours

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
LCFS	Low Carbon Fuel Standard
LST	Localized Significance Threshold
m^3	Cubic Meter
MG	Milligrams
MGAL	Million Gallons (of water)
MPO	Metropolitan Planning Organization
MTCO2e	Metric Tons of Carbon Dioxide Equivalents
MWhrs	Megawatt-hours
NAAQS	National Ambient Air Quality Standards
NOAA	National Oceanic and Atmospheric Administration
N_2O	Nitrous Oxide
NO_2	Nitrogen Dioxide
NOx	Oxides of Nitrogen
O_3	Ozone
PFCs	Perfluorocarbons
PPB	Parts Per Billion
PPM	Parts Per Million
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Coarse Particulate Matter
PRC	Public Resources Code
ROG	Reactive Organic Gases
ROW	Right of Way
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF	Square Feet
SF_6	Sulfur Hexafluoride
SIP	State Implementation Plan
SO_2	Sulfur Dioxide

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
SO_4^{2-}	Sulfates
SO_x	Sulfates
SRA	Source Receptor Area
TAC	Toxic Air Contaminants
TDM	Travel Demand Management
TIS	Transportation Impact Study
U.N.	United Nations
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compounds
ZEV	Zero Emission Vehicle
µg	Micrograms
§	Section
°	Degrees

This page intentionally left blank.

EXECUTIVE SUMMARY

This Air Quality and Greenhouse Gas Impact Analysis Report (Report) evaluates and documents the potential air quality and greenhouse gas (GHG) impacts associated with the construction and operation of the proposed 127 Pomona Avenue Mixed-Use Project (proposed Project) in the City of Monrovia, Los Angeles County, California 91016.

This Report is consistent with the guidance and recommendations contained in the South Coast Air Quality Management District's (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook, as amended and supplemented (SCAQMD, 2018). This Report is intended to assist the CEQA Lead Agency (City of Monrovia) with its review of potential Project-related air quality and GHG impacts in compliance with the State CEQA Statutes and Guidelines, particularly in respect to the air quality and GHG issues identified in Appendix G of the State CEQA Guidelines. This Report does not make determinations of significance pursuant to CEQA because such determinations are solely the purview of the CEQA Lead Agency.

S.1 PROPOSED PROJECT DESCRIPTION

FRC Realty, Inc. is proposing to develop a transit-oriented, mixed-use development with residential and commercial uses at 127 Pomona Avenue, in the southern part of the City of Monrovia. The proposed development would be located on a 1.8-acre parcel of developed land that consists of a light industrial building, a commercial building, and associated parking. The proposed Project would replace the existing uses with a seven-story, mixed-use development with two levels of underground parking and one level of at-grade parking. Commercial and residential amenity areas (e.g., leasing office, fitness areas) would be located on the ground floor as well. Residential units would be located between the 2nd thru 7th floors of the development. In total, the proposed mixed-use development would have a total of approximately 200,000 square feet of parking area, 224,000 square feet of residential area, and 10,000 square feet of commercial area. The proposed Project would include 482 parking spaces, 373 of which would be assigned to residents. The balance of the site parking would be available for commercial and public parking purposes. Residential units would consist of a mix studio (67), one-bedroom (182), and two-bedroom (61) units, for a total of 10 units. Proposed on-site amenities and open spaces include public plazas, courtyard, a sky deck, a party room, and fitness center for residents. Vehicular access will be provided from Primrose Avenue via a 30-foot-wide driveway at the northwest corner, on Pomona Avenue with a 26-foot-wide driveway, and on Evergreen Avenue with a 12-foot-wide exit-only driveway. The Primrose Avenue and Pomona Avenue driveways will provide direct access to underground parking as well as ground-level parking. The proposed Evergreen Avenue driveway will exit onto Evergreen Avenue adjacent to a Caltrans-maintained freeway off-ramp. Right-of-way improvements will include new curb cuts, sidewalks, and streetscaping. Construction is estimated to take approximately 26 months.

The proposed Project would involve construction and operational activities that would generate emissions of regulated air pollutants and GHGs from construction equipment, area sources, energy use and consumption, vehicle trips, solid waste generation, off-road equipment, and water use and waste water generation.

S.2 POTENTIAL CONSTRUCTION AIR QUALITY IMPACTS

The proposed Project's construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version (V.) 2016.3.2. CalEEMod is a computer program recommended for use by the SCAQMD for use in preparing emission estimates for land use and development projects. The modeling indicates maximum daily emissions during construction activities would be below all applicable SCAQMD regional and local thresholds for regulated air pollutants.

S.3 POTENTIAL OPERATIONAL AIR QUALITY IMPACTS

The proposed Project would result in a mixed-use development comprised of 224,000 square feet of residential area and approximately 10,000 square feet of ground-floor commercial area. The proposed Project's potential operational emissions were estimated using CalEEMod and found to be below all applicable SCAQMD regional and localized thresholds for regulated air pollutants. Operation of the proposed Project also would not result in or exacerbate substantial pollutant concentrations at existing or proposed sensitive receptor locations, health risks that exceed SCAQMD thresholds, or odors that would affect a substantial number of people.

S.4 POTENTIAL GHG EMISSION IMPACTS

The proposed Project's potential increase in GHG emissions was estimated using CalEEMod and found to be below the SCAQMD's latest interim guidance and recommendation for GHG significance thresholds for all mixed-use projects (3,000 metric tons of carbon dioxide equivalents, or MTCO2e).

S.5 CONSISTENCY WITH APPLICABLE PLANS

The proposed Project would not result in population or employment growth or associated emissions that conflict with the SCAQMD's 2016 Air Quality Management Plan, California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy, the City's General Plan, or the City's Energy Action Plan. These plans generally call on state, regional, and local government entities to establish state, regional, community wide, and municipal programs to promote energy efficiency, reduce vehicle trips and/or reduce air pollutant emissions, including GHG emissions. The proposed Project would not interfere with any state, regional, or local planning processes or the implementation of any state, regional, or local policies intended to promote energy efficiency and reduce vehicle trips and/or emissions. The implementation of the proposed Project would support these plans because it (1) results in and encourages infill development and/or involves the revitalization of already developed areas, (2) has existing, supporting transit infrastructure and enhances the use of this infrastructure (the Monrovia Light Rail Station is a 0.1-mile walk to the south of the Project boundary), and (3) encourages the use of non-vehicular modes of transportation.

S.6 RECOMMENDED MITIGATION MEASURES AND BEST MANAGEMENT PRACTICES

The proposed Project would not generate short- or long-term emissions of regulated air pollutants, TACs, or GHG in amounts that exceed SCAQMD-recommended thresholds of significance. No mitigation is required for the proposed Project; however, the proposed Project would implement best management practices to reduce diesel engine idling. These practices are consistent with the City's General Plan requirements and are described in Section 5.3.1 of this Report.

1 INTRODUCTION

FRC Realty, Inc. has submitted a Design Review Application to the City of Monrovia for its proposed 127 Pomona Avenue Mixed-Use Project (proposed Project). The proposed Project would be located off of myrtle Avenue in the southern, central part of the City, in Los Angeles County, and include development of a seven-story, mixed-use development with two levels of underground parking and one level of at grade parking.

The proposed Project site consists of a development that includes an industrial building, a commercial building, and associated surface parking. Project development would generate emissions of air quality and GHG pollutants that could affect air quality and/or contribute to global climate change. MIG, Inc. (MIG) has prepared this Air Quality and Greenhouse Gas Impact Analysis Report (Report) at the request of FRC Realty, Inc. This Report evaluates the potential construction- and operations-related air quality and GHG impacts of the proposed Project using specific information contained in the FRC Realty, Inc. permit application. Where necessary, MIG has supplemented available information with standardized sources of information, such as model assumptions pertaining to construction equipment activity levels. In general, this Report evaluates the potential "worst-case" conditions associated with the proposed Project's construction and operational emissions levels to ensure a conservative (i.e., likely to overestimate) assessment of potential air quality and GHG impacts is presented.

This Report is intended for use by the Lead Agency to assess the potential air quality and GHG impacts of the proposed Project in compliance with the California Environmental Quality Act (CEQA; PRC §21000 et seq.) and the State CEQA Guidelines (14 CCR §15000 et seq.), particularly in respect to the air quality and GHG issues identified in Appendix G of the State CEQA Guidelines. This report does not make determinations of significance pursuant to CEQA because such determinations are solely the purview of the Lead Agency.

1.1 REPORT ORGANIZATION

This Report is organized as follows:

- Chapter 1, Introduction, explains the contents of this Report and its intended use.
- Chapter 2, Air Quality Setting and Regulatory Framework, provides pertinent background information on the air quality, describes the existing air quality setting of the proposed Project, and provides information on the federal, state, and local regulations that govern the proposed Project's air quality setting and potential air quality impacts.
- Chapter 3, GHG Setting and Regulatory Framework, provides pertinent background information on GHG and climate change, describes the existing GHG setting of the proposed Project, and provides information on the federal, state, and local regulations that govern the proposed Project's GHG setting and potential GHG impacts.
- Chapter 4, Proposed Project Description, provides an overview of the construction and operational activities associated with the proposed Project.
- Chapter 5, Air Quality Impact Assessment, identifies the potential construction and operational air quality impacts of the proposed Project and evaluates these effects in accordance with Appendix G of the State CEQA Guidelines.

- Chapter 6, GHG Impact Assessment, identifies the potential construction and operational GHG impacts of the proposed Project and evaluates these effects in accordance with Appendix G of the State CEQA Guidelines.
- Chapter 7, Report Preparers and References, list the individuals involved, and the references used, in the preparation of this Report.

2 AIR QUALITY SETTING AND REGULATORY FRAMEWORK

This chapter provides information on the environmental and regulatory air quality setting of the proposed Project. Information on existing air quality conditions, federal and state ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), CARB, and SCAQMD.

2.1 REGIONAL ENVIRONMENTAL SETTING

Air quality is a function of pollutant emissions and topographic and meteorological influences. The amount of pollutants emitted into the air and the physical features and atmospheric conditions of a geographic region interact to affect the movement and dispersion of pollutants and determine the quality of its air.

The U.S. EPA and CARB are the federal and state agencies charged with maintaining air quality in the nation and state, respectively. The U.S. EPA delegates much of its authority over air quality to CARB. CARB has geographically divided the state into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions. The proposed Project is located in the City of Monrovia, in Los Angeles County, within the South Coast Air Basin (Basin). The Basin includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties.

2.1.1 Regulated Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O_3), particulate matter (PM), which consists of "inhalable coarse" PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and "fine" PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The U.S. EPA refers to these six common pollutants as "criteria" pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria. CARB has established California Ambient Air Quality Standards (CAAQS) for the six common air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS) plus the following additional air pollutants: hydrogen sulfide (H_2S), sulfates (SO_X), vinyl chloride, and visibility reducing particles. The NAAQS and CAAQS are shown in Table 2-1. A description of these regulated air pollutants is provided below.

Table 2-1: Summary of Ambient Air Quality Standards						
Pollutant	Averaging Time	CAAQS		NAAQS		
		Concentration	Method	Primary[5]	Secondary	Method
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable PM_{10}[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		-		
Fine Particulate Matter($PM_{2.5}$)[9]	24 Hour	-	-	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12.0 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/ m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	-	Non-Dispersive Infrared Photometry (NDIR) -
	8 Hour	9.0 ppm (10mg/m³)		9 ppm (10 mg/m³)	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/ m³)		-	-	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.03 ppm (57 µg/m³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m³)		100 ppb (188 µg/m³)	-	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	-	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method) -
	3 Hour	-		-	0.5 ppm (1,300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas)[11]	-	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average[10]	-		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			
Source: CARB, 2016a.						

- Ground-level ozone, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between oxides of nitrogen (NO_X) and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight (U.S. EPA, 2017a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_X and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.
- Particulate matter (PM), also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA, 2016a).
    - PM_{10}, also known as inhalable coarse, respirable, or suspended PM_{10}, consists of particles less than or equal to 10 micrometers in diameter (approximately 1/7th the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA, 2016a).
    - $PM_{2.5}$, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately 1/30th the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA, 2016a).
- Carbon Monoxide (CO) is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA, 2016b).
- Nitrogen Dioxide (NO_2) is a by-product of combustion. NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to ozone formation. NO_2 also contributes to the formation of particulate matter. NO_2 can cause breathing difficulties at high concentrations (U.S. EPA, 2016c).
- Sulfur Dioxide (SO_2) is one of a group of highly reactive gases known as oxides of sulfur (SO_X). Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO_2. Short-term effects of SO_2 exposure can include adverse respiratory effects such as asthma symptoms. SO_2 and other SO_X can react to form PM (U.S. EPA, 2016d).
- Sulfates (SO_4^{2-}) are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB, 2009a).
- Lead is primarily emitted from metal processing facilities (i.e. secondary lead smelters) and other sources such as manufacturers of batteries, paints, ink, ceramics, and ammunition. Historically, automobiles were the primary sources before lead was phased out of gasoline. The health effects of exposure to lead include gastrointestinal disturbances, anemia, kidney diseases, and potential neuromuscular and neurologic dysfunction. Lead is also classified as a probable human carcinogen (U.S. EPA, 2017b).

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) or toxic air contaminants (TACs), respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as arsenic and chlorine; CARB considers all U.S. EPA designated HAPS, as well as particulate emissions from diesel-fueled engines (DPM) and other substances, to be a TAC. Since CARB's list of TACs references and includes U.S. EPA's list of HAPs, this document uses the term TAC when referring to HAPs and TACs. A description of the TACs associated with the proposed Project and its vicinity is provided below.

- Gasoline-Powered Mobile Sources. According to the SCAQMD's *Multiple Air Toxics Exposure Study in the South Coast Air Basin* (SCAQMD 2015a), or MATES IV, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks. Gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles. The MATES IV study identifies that diesel emissions account for between 68% to 80% of the total air toxics and cancer risk in the Basin.
- Diesel Particulate Matter (DPM). Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1 µm in diameter, and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including VOCs and NO_x. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surface and in the deepest regions of the lungs where the lung is most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure (CARB 2016c).
- PM from Wheel-Rail Interaction. PM may also be generated from friction between rail and locomotive wheels (wheel-rail interaction). This abrasion process can suspend metals such as iron, chromium, manganese, and copper in the form of PM (PCJPB 2015); however, the potential for PM to be generated is dependent on the weight of the train and the conditions of the wheels and track on which the train rides. The Metro Gold Line is commuter rail that consists of an Electric Multiple Unit locomotive system that is lighter than traditional diesel locomotive commuter and freight trains, and in new condition. Thus, while the Metro Gold Line may generate PM from wheel-rail interaction, this contribution is anticipated be minimal (i.e., would not have an appreciable effect on mass emission or health risk estimates) and this issue is not discussed further in this EIR.

Common criteria air pollutants, such as ozone precursors, SO_2, and PM, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin); other pollutants, such as HAPs, TACs, and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

2.1.2 Regional Air Pollutant Emissions Levels

CARB's estimate of the amount of emissions generated within the Basin in 2012, the most recent year for which data is available, is summarized in Table 2-2.

Table 2-2: South Coast Air Basin Emissions Summary

Emissions Source	2012 Pollutant Emissions (Tons Per Day)						
	ROG	NO_X	$PM_{2.5}$	PM_{10}	PM	CO	SO_X
Stationary(A)	97	49	15	20	26	55	10
Area-wide(B)	115	21	28	93	175	54	1
Mobile(C)	256	445	22	36	37	2,004	7
Total(D)	468	514	65	148	238	2,113	17
Emissions Source	2012 Pollutant Emissions (Tons Per Year)						
	ROG	NO_X	$PM_{2.5}$	PM_{10}	PM	CO	SO_X
Stationary (A)	35,478	17,925	5,497	7,253	9,574	20,130	3,555
Area-wide (B)	42,026	7,523	10,370	33,821	63,849	19,728	186
Mobile (C)	93,334	162,294	7,884	13,104	13,447	731,442	2,398
Total (D)	170,838	187,741	23,751	54,177	86,870	771,300	6,139

Source: CARB 2016b, modified by MIG.

(A) Stationary sources include fuel combustion in stationary equipment or a specific type of facility such as printing and metals processing facilities. Concrete batching is a subset of stationary source emissions.

(B) Mobile sources include automobiles, trucks, and other vehicles intended for "on-road" travel and other self-propelled machines such as construction equipment and all-terrain vehicles intended for "off-road" travel.

(C) Area-wide sources include solvent evaporation (e.g., consumer products, painting, and asphalt paving) and miscellaneous processes such as residential space heating, fugitive windblown dust, and cooking.

(D) Totals may not equal due to rounding.

2.1.3 South Coast Air Basin Climate, Topography, and Meteorology

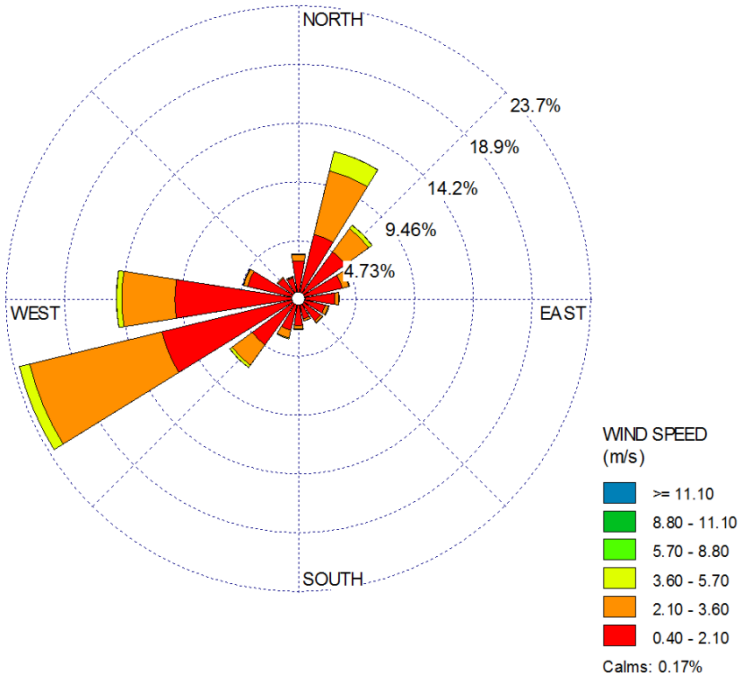
Los Angeles County and the broader Los Angeles Basin are defined by a semi-arid, Mediterranean climate with mild winters and warm summers. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the Basin to the north and east trap ambient air and pollutants within the Los Angeles and Inland Empire valleys below.

The City's climate, and that of Southern California in general, is generally controlled by the strength and position of the subtropical high pressure cell over the Pacific Ocean. It maintains moderate temperatures and comfortable humidity, and limits precipitation to a few storms during the winter rainy season. Temperatures are normally mild, excepting the summer months, which can bring temperatures well above 100 degrees Fahrenheit (° F). The annual average temperature in the Basin is approximately 62 degrees Fahrenheit. Near the City of Monrovia, winds are driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes while at night the wind generally slows and reverses direction traveling towards the sea. The frequency of calm winds (less than 2 miles per hour) is less than 10 percent, meaning there is little stagnation near the City, especially during busy daytime traffic hours; however, the Basin experiences temperature inversions which inhibit the dispersion of pollutants. Inversions may be either ground based or elevated. Ground-based inversions, sometimes referred to as radiation inversions, are most severe during clear, cold, early winter mornings. Under conditions of a ground-based inversion, very little mixing or turbulence occurs, and high concentrations of primary pollutants may occur local to major roadways. Elevated inversions can be generated by a variety of meteorological phenomena. Elevated inversions act as a lid or upper boundary and restrict vertical mixing. Below the elevated inversion, dispersion is not restricted.

City of Monrovia elevations range from approximately 440 feet above mean seal level (AMSL) in the southern portion of the City to approximately 1,240 feet AMSL in the northern portion of the City. Portions of the City's sphere of influence include step hillsides and rugged terrain that can reach 1,800 feet AMSL. The proposed Project site is generally located at an approximate elevation of 450 feet AMSL.

The SCAQMD maintains publically available meteorological data for use in air quality analyses. The closest meteorological station to the proposed Project site is the Azusa meteorological station, located less than five miles to the east of the proposed Project. The SCAQMD Azusa meteorological station data includes five complete years of meteorological data from January 2012 to December 2016. The wind rose for the Azusa meteorological station data set is shown in Figure 2-1.

Figure 2-1 Wind Rose for Azusa Meteorological Station (Blowing From)



Source: SCAQMD 2018e

2.1.4 Regional Air Quality Conditions and Attainment Status

As described in Section 2.1.1 and shown in Table 2-1, the federal and state governments have established emission standards and limits for air pollutants which may reasonably be anticipated to endanger public health or welfare. These standards typically take one of two forms: standards or requirements that are applicable to specific types of facilities or equipment (e.g., petroleum refining, metal smelting), or concentration-based standards that are applicable to overall ambient air quality. Air quality conditions are best described and understood in the context of these standards; areas that meet, or attain, concentration-based ambient air quality standards are considered to have levels of pollutants in the ambient air that, based on the latest scientific knowledge, do not endanger public health or welfare.

The U.S. EPA, CARB, and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- Attainment. A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- Nonattainment. If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- Unclassified. An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 2-3 below summarizes the Basin's attainment status for criteria pollutants. The Basin is currently in nonattainment for state and federal ozone, state PM_{10}, and state and federal $PM_{2.5}$ standards.

Table 2-3: South Coast Air Basin Attainment Status

Pollutant	Federal	State
O_3 (1-hr)	Nonattainment	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10} (24-hr and Annual)	Attainment	Nonattainment
$PM_{2.5}$ (24-hr)	Nonattainment	--
$PM_{2.5}$ (Annual)	Nonattainment	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO_2 (1-hr)	Attainment	Attainment
NO_2 (Annual)	Attainment (Maintenance)	Attainment
SO_2	Attainment	Attainment
Lead	Partial Nonattainment	Attainment
Visibility Reducing Particles	--	Unclassified
SO_4	--	Attainment
H_2S	--	Attainment
Source: SCAQMD, 2016a		

Pollution problems in the Basin are caused by emissions within the area and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources such as individual residential water heaters and short-term grading activities to extensive operational sources including long-term operation of electrical power plants and other intense industrial use. Pollutants in the Basin are blown inward from coastal areas by sea breezes from the Pacific Ocean and are prevented from horizontally dispersing due to the surrounding mountains. This is further complicated by atmospheric temperature inversions that create inversion layers. The inversion layer in Southern California refers to the warm layer of air that lies over the cooler air from the Pacific Ocean. This is strongest in the summer and

prevents ozone and other pollutants from dispersing upward. A ground-level surface inversion commonly occurs during winter nights and traps carbon monoxide emitted during the morning rush hour.

2.1.5 Local Air Quality Conditions

Air pollution levels are measured at monitoring stations located throughout the Basin. The Project site is located in SCAQMD Source Receptor Area (SRA) 9 – East San Gabriel Valley. The station closest to Monrovia is identified as the East San Gabriel Valley 1 Station (Station #060) by SCAQMD (CARB refers to this station as Azusa). The station is located less than four miles to the east of Monrovia's boundary and monitors CO, O_3, NO_2, PM_{10} and $PM_{2.5}$. This monitoring station represents the best approximation of the air quality conditions within the City.

Table 2-4 summarizes the published monitoring data from the East San Gabriel Valley 1 monitoring station from 2014 to 2016, the three most recent years for which verified, published data is available from the SCAQMD (2017 data was not yet available as of the time of writing of this Report). Table 2-4 shows that air quality standards at this location have been exceeded for $PM_{2.5}$, PM_{10}, and O_3. This is consistent with the entire Basin's classification as non-attainment for $PM_{2.5}$, PM_{10}, and O_3. As shown in Table 2-4:

- The maximum 1-hour and 8-hour CO concentration generally decreased from 2014 to 2016. There were no days in which CO standards were exceeded during this time period.
- The maximum 1-hour NO_2 concentration generally increased from 2014 to 2016, while the average annual NO_2 concentration generally decreased. There were no days in which NO_2 standards were exceeded during this time period.
- The maximum 1-hour and 8-hour O_3 concentration, as well as the number of days exceeding O_3 standards, generally increased from 2014 to 2016.
- The maximum 24-hour and average annual PM_{10} concentration fluctuated during the 2014 to 2016 period but there were no days/years in which the Federal PM_{10} standards were exceeded. The State PM_{10} annual standard was exceeded in 2014, 2015, and 2016; however, the annual average PM_{10} concentration and the number of days exceeding the state 24-hour standard generally decreased over this time period.
- The maximum 24-hour and average annual $PM_{2.5}$ concentration fluctuated during the 2014 to 2016 period but there were no years in which the Federal or State $PM_{2.5}$ annual average standards were exceeded. The Federal 24-hour $PM_{2.5}$ standard was exceeded once in 2015.

Table 2-4: 2014-2016 Local Air Quality Data for East San Gabriel Valley(A)				
Pollutant	Ambient Air Standard	Year(A)		
		2014	2015	2016
Ozone (O_3)				
Maximum 1-hour Concentration (ppm)		0.123	0.122	0.146
Maximum 8-hr Concentration (ppm)		0.092	0.096	0.106
Number of Days Exceeding State 1-hr Standard	>180 µg/m3	11	21	30
Number of Days Exceeding State 8-hr Standard	>137 µg/m3	20	28	40
Days Exceeding Federal 1-hr Standard	>0.124 ppm	0	0	4
Days Exceeding Federal 8-hr Standard	>0.070 ppm	11	27	39
Carbon Monoxide (CO)				
Maximum 1-hr Concentration (ppm)		2	2.1	1.3
Maximum 8-hr Concentration (ppm)		1.9	1.3	1.2
Days Exceeding State 1-hr Standard	>23,000 µg/m^3	--	--	--
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m^3	--	--	--
Days Exceeding Federal 1-hr Standard	>40,000 µg/m^3	--	--	--
Nitrogen Dioxide (NO_2)				
Maximum 1-hr Concentration (ppb)		70.2	71.0	74.2
Annual Arithmetic Mean Concentration (ppb)		17.8	15.4	16.6
Days Exceeding State 1-hr Standard	>180 µg/m^3	--	--	--
Coarse Particulate Matter (PM_{10})				
Maximum 24-hr Concentration (µg/m^3)		96	101	74
Annual Arithmetic Mean (µg/m^3)		44.1	37.1	33.7
Samples Exceeding State 24-hr Standard	>50 µg/m^3	22	12	12
Samples Exceeding Federal 24-hr Standard	>150 µg/m^3	0	0	0
Fine Particulate Matter ($PM_{2.5}$)				
Maximum 24-hr Concentration (µg/m^3)		32.4	44.3	32.17
Annual Arithmetic Mean (µg/m^3)		11.63	9.4	10.15
Samples Exceeding Federal 24-hr Standard	>35 µg/m^3	0	1	0
Source: SCAQMD 2018a, 2018b, 2018c (A) "--" indicates data are not available.				

2.1.6 Local Air Quality Setting

The proposed Project is located at 127 Pomona Avenue in the City of Monrovia, in Los Angeles County. According to the City's General Plan, motor vehicles represent the major source of emissions within the City and the Basin. The proposed Project site consists of a 1.8-acre parcel of developed land that consists of a light industrial building, a commercial building, and associated surface parking. The site is bound by Pomona Avenue to the south, Primrose Avenue to the west, Evergreen Avenue to the north, and a gas station to the east. Myrtle Avenue is located to the east of the gas station. The Project site is zoned Planned Development (PD-12) by the City's Zoning Code and designated Planned Development by the City's General Plan. The site is generally bordered by other commercial and industrial land uses with some residential uses nearby. The Monrovia Gold Line Light Rail Station is located to the south of the site, near the corner of Duarte Road and Myrtle Avenue, approximately 500 feet to the south (a 0.1-mile walk).

2.1.7 Existing Operations and Emissions Estimates

The approximately 1.8-acre proposed Project site consists of a light industrial building, a commercial building, and associated parking. Thus, there are sources of emissions at the proposed Project site that contribute to existing regional and local air quality conditions. The light industrial use encompasses approximately 20,520 square feet of floor area. The commercial use encompasses approximately 18,940 square feet of floor area. The parking lot covers the balance of the site - approximately 60,000 square feet - and includes approximately 99 passenger vehicle parking spaces. These existing land uses generate emissions from the following sources:

- Small "area" sources. Existing land uses in the Project area generate emissions from small area sources including landscaping equipment and the use of consumer products such as paints, cleaners, and fertilizers that result in the evaporation of chemicals into the atmosphere during product use.
- Energy use and consumption. Existing land uses in the Project area generate emissions from the combustion of natural gas in water and space heating equipment, as well as industrial processes.
- Mobile sources. Existing land uses in the Project area generate emissions from vehicles travelling to and from the plan area.

The Project area's existing emissions were estimated using CalEEMod, V. 2016.3.2. The existing emissions were estimated using default data assumptions provided by CalEEMod, with the following Project-specific modifications:

- The default acreage and square footage for each of the Project area's land use types were adjusted to reflect the actual Project area as currently developed.
- The default trip generation rates for the existing land use types were replaced with trip generation rates contained in the Transportation Impact Study (TIS) prepared for the proposed Project (Linscott, Law, and Greenspan 2018). According to the TIS, the existing land uses generate 2.91 trips per thousand square feet (KSF) of building space in total.
- The default electrical and natural gas energy efficiency intensity values for residential and non-residential land uses were adjusted upwards to reflect the older nature of the existing buildings and structures in the area.
- The default outdoor water use for non-residential land uses was set to zero to reflect the paved nature of the Project area.

The Project area's existing emissions of criteria air pollutants are summarized in Table 2-5 below.

Table 2-5: Existing Project Site Criteria Pollutant Emissions								
Emissions Source	Maximum Daily Pollutant Emissions (Pounds Per Day) (A)							
	ROG	NO_X	CO	SO_2	PM_{10}		$PM_{2.5}$	
					Dust	Exhaust	Dust	Exhaust
Area	0.91	<0.00	0.01	0.00	--	<0.00	--	<0.00
Energy	0.02	0.21	0.18	<0.00	--	0.02	--	0.02
Mobile	0.24	1.21	3.46	0.01	0.94	0.01	0.25	0.01
Combined Total(B)	1.17	1.42	3.65	0.01	0.93	0.03	0.25	0.03

Source: MIG 2018, see Appendix A.

(A) Emissions estimated using CalEEMod, V 2016.3.2. Estimates are based on default model assumptions unless otherwise noted. Maximum daily ROG, CO, and SO_2 emissions occur during the summer. Maximum daily NO_X, PM_{10}, and $PM_{2.5}$ emissions occur during the winter.

(B) Totals may not equal due to rounding.

(C) "<0.00" does not indicate the emissions are less than or equal to 0; rather, it indicates the emission is smaller than 0.01 but larger than 0.000.

2.1.8 Sensitive Air Quality Receptors and Existing Regional Health Risks

The SCAQMD identifies sensitive receptors as populations more susceptible to the effects of air pollution than the general population. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD 2017a; CARB 2005). The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the Project area (i.e., within 1,000 feet) include:

- Residential development located approximately 115 feet west of the Project site (at its closest point) on Evergreen Avenue
- Residential development located approximately 355 feet east of the Project site (at its closest point) on Evergreen Avenue
- Santa Fe Middle School, located on West Duarte Road, approximately 750 feet south of the Project site (at its closest point)

The existing sensitive air quality receptors located adjacent or in close proximity to the Project area, as well as the existing and proposed residents within the Project area, are exposed to air pollution associated with motor vehicles travelling on the I-210, which lies adjacent to the Project area. According to the SCAQMD's MATES IV Carcinogenic Risk Map, the existing carcinogenic risk in the vicinity of the Project area south of I-210 is 1,456 (SCAQMD 2018d). The estimated carcinogenic risks north of I-210 in the vicinity of the Project area are 1,142. These estimates reflect regional modeling efforts that largely do not account for site specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

According to the Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 3.0 Map, the proposed Project Area is in census tract 6037431100 and has an average pollution indicator percentile of 75% to 80% based on the CalEnviroScreen indicators (e.g., exposure, environmental effects,

population characteristics, socioeconomic factors) (OEHHA 2018). CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are then mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. Since the Project area's census tract is in the top 25% in scoring according to the CalEnviroScreen methodology, it is considered a disadvantaged community pursuant to Senate Bill (SB) 535, which allocates funding from the state's Cap and Trade Program to disadvantaged communities (OEHHA 2017a, 2017b).

The CalEnviroScreen data indicates approximately 38 people per 10,000 people in the Project area's census tract visited an emergency facility for asthma-related health issues. This rate places the Project area's census tract in the 38th percentile, meaning the asthma rate in this census tract is higher than 38% of the census tracts in the State (OEHHA 2018).

2.2 Federal, State, and Local Air Quality Regulations

2.2.1 Federal Air Quality Regulations

Clean Air Act

The Federal Clean Air Act (CAA) defines the U.S. EPA's responsibilities for protecting and improving the United States air quality and ozone layer. Key components of the CAA include reducing ambient concentrations of air pollutants that cause health and aesthetic problems, reducing emission of toxic air pollutants, and stopping production and use of chemicals that destroy the ozone.

Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, Carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop State Implementation Plans (SIPs); comprehensive documents that identify how an area will attain NAAQS. Deadlines for attainment were established in the 1990 amendments to the CAA based on the severity of an area's air pollution problem. Failure to meet air quality deadlines can result in sanctions against the State or the EPA taking over enforcement of the CAA in the affected area. SIPs are a compilation of new and previously submitted plans, programs, district rules, and State and Federal regulations. The SCAQMD implements the required provisions of an applicable SIP through its Air Quality Management Plan (AQMP). Currently, SCAQMD implements the 2012 Lead SIP for the Los Angeles County portion of Basin through the 2012 AQMP, and the 8-hr Ozone, 1-hr Ozone, 24-hr $PM_{2.5}$, and annual $PM_{2.5}$ SIPs through the 2016 AQMP.

2.2.2 State Air Quality Regulations

California Clean Air Act

In addition to being subject to Federal requirements, air quality in the State is also governed by more stringent regulations under the California Clean Air Act, which was enacted in 1988 to develop plans and strategies for attaining the California Ambient Air Quality Standards. CARB, which is part of the California Environmental Protection Agency (Cal-EPA), develops Statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The California Clean Air Act is more stringent than Federal Law in a number of ways, including revised standards for PM_{10} and ozone and for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

In California, both the Federal and State Clean Air acts are administered by CARB. It sets all air quality standards including emission standards for vehicles, fuels, and consumer goods as well as monitors

air quality and sets control measures for toxic air contaminants. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level.

Air Toxics "Hot Spots" Program

State requirements specifically address air toxic issues through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State air toxics program and the Air Toxics Hot Spots Information and Assessment Act (AB 2588). The air quality regulations developed from these bills have been modified recently to incorporate the Federal regulations associated with the Federal Clean Air Act Amendments of 1990. The Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) was enacted in September 1987. Under this Bill, stationary sources of emissions are required to report the types and quantities of certain substances that their facilities routinely release into the air.

In-Use Off-Road Diesel Equipment Program

CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements.

On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation

CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) regulation (also known as the Truck and Bus Regulation) is intended to reduce emission of NO_X, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines, and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). By 2023, all trucks and buses must have at least 2010 model year engines with few exceptions.

CARB Stationary Diesel Engines – Emission Regulations

In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan) (CARB 2000). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB's amendments *to Airborne Toxic Control Measure for Stationary Compression Ignition Engines* and be permitted by SCAQMD.

CARB Air Quality and Land Use Handbook

In 1998, CARB identified particulate matter from diesel-fueled engines as a TAC. CARB's Air Quality and Land Use Handbook is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process (CARB 2005). The CARB Handbook recommends that planning agencies consider proximity to air pollution sources when considering new locations for "sensitive" land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Project Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- Within 300 feet of gasoline fueling stations; or
- Within 300 feet of dry cleaning operations (dry cleaning with TACs is being phased out and will be prohibited in 2023). The SCAQMD (Regulation 14, Rule 21) has established emission controls for the use of perchloroethylene, the most common dry-cleaning solvent.

California Building Industry Association vs. Bay Area Air Quality Management District

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." The opinion also holds that when a project has "potentially significant exacerbating effects on existing environmental hazards" those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on "existing conditions" rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project "would worsen existing conditions." The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA's scope.

2.2.3 Regional Air Quality Regulations

Southern California Association of Governments

SCAG is a Joint Powers Authority under California State Law, established as an association of Local Governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Information contained in Chapter 5: The Road to Greater Mobility and Sustainable Growth of the 2016 RTP/SCS forms

the basis for the land use and transportation components of the Air Quality Management Plan (AQMP), and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP.

SCAQMD 2016 Air Quality Management Plan

The purpose of an AQMP is to bring an air basin into compliance with federal and state air quality standards and is a multi-tiered document that builds on previously adopted AQMPs. The 2016 AQMP for the Basin, which updated the 2012 AQMP, was approved by the SCAQMD Board of Directors on March 3, 2017. The 2016 AQMP provides new and revised demonstration's for how the SCAQMD, in coordination with Federal, State, Regional and Local Governments will bring the Basin back into attainment for the following NAAQS: 2008 8-hour Ozone; 2012 Annual PM2.5; 2006 24-hour PM2.5[1]; 1997 8-hour Ozone; and 1997 1-hour Ozone.

To achieve the reductions necessary to bring ambient air quality back into attainment the SCAQMD has identified seven primary objectives for the AQMP, which include:

1. Eliminating reliance on unknown future technology measures to demonstrate future attainment of air quality standards;
2. Calculating and accounting for co-benefits associated with measures identified in other, approved planning efforts (e.g., SCAG's RTP/SCS);
3. Developing a strategy with fair-share emission reductions at the Federal, State, and local levels;
4. Investing in strategies and technologies that meet multiple objectives regarding air quality, climate change, air toxic exposure, energy, and transportation – especially in disadvantaged communities;
5. Seeking, identifying, and securing significant sources of funding for incentives to implement early deployment and commercialization of zero and near-zero technologies, particularly in the mobile source sector;
6. Enhancing the socioeconomic analysis and selecting the most efficient and cost-effective path to achieve multi-pollutant and deadline targets; and
7. Prioritize non-regulatory, innovative approaches that can contribute to the economic vitality of the regional while maximizing emission reductions.

The emission forecasts and demonstrations presented in the 2016 AMQP rely heavily on information contained in other planning and strategy documents. For example, the 2016 AQMP's long-term emissions inventory is based on the growth and land use(s) projections contained in the SCAG's 2016 RTP/SCS. Additionally, the conclusions relating to ozone compliance are based on implementation of measures presented in CARB's Mobile Source Strategy and SIP strategy. The Mobile Source Strategy outlines a suite of measures targeted at on-road light- and heavy-duty vehicles, off-road equipment, and

[1] Although the 2006 24-hour $PM_{2.5}$ standard was focused on in the 2012 AQMP, it has since been determined, primarily due to unexpected drought conditions, that it is impractical to meet the standard by the original attainment year. Since adoption of the 2012 AQMP, the US EPA approved a re-classification to "serious" non-attainment for the standard, which requires a new attainment demonstration and deadline.

Federal and international sources. A subset of the Statewide strategy is a mobile source strategy for the South Coast SIP. Because the SCAQMD has limited authority in regulating mobile source emissions, coordination and cooperation between SCAQMD, CARB, and the U.S. EPA is imperative to meeting the NOx reductions required to meet ozone standards. Although not incorporated specifically from another planning document strategy, the 2016 AQMP also provides numerous control measures for stationary sources.

SCAQMD Rule Book

In order to control air pollution in the Basin, the SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by CARB or the U.S. EPA. In general, the SCAQMD rules that are anticipated to be applicable to the development of the proposed Project, include:

- Rule 401 (Visible Emissions) prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- Rule 402 (Nuisance) prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 (Fugitive Dust) prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- Rule 445 (Wood Burning Devices) prohibits installation of woodburning devices such as fireplaces and wood-burning stoves in new development unless the development is located at an elevation above 3,000 feet or if existing infrastructure for natural gas service is not available within 150-feet of the development. All fireplaces installed within the Proposed Project Area will be natural gas fueled fireplaces.
- Rule 481 (Spray Coating Operations) imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- Rule 1108 (Cutback Asphalt) prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- Rule 1113 (Architectural Coatings) establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents) prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the SCAQMD unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.

- Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.

2.2.4 City of Monrovia General Plan

The City of Monrovia's existing General Plan does not establish specific goals, policies, or standards related to air quality; however, the City's Monrovia General Plan Proposed Land Use and Circulation Elements EIR (City of Monrovia 2008) included the following mitigation measures related to air quality:

- AIR-A: The City shall require applicants to analyze the air quality impacts of construction for each project.
- AIR-B: If project-level analysis demonstrates that NOx emissions would be significant, the project shall provide a plan, for approval by the City, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, shall utilize all feasible measures to reduce the emissions to a less than significant level. Acceptable options for reducing emissions may include use of late model low-emission diesel engines, alternative fuels, engine retrofit technology, and/or other options as they become available. The SCAQMD web site provides specific information on mitigation options for off-road and on-road construction equipment.
- AIR-C: The following measure shall be incorporated into all project specifications to reduce diesel engine emissions of O_3 precursors including ROG and NO_X, PM_{10}, $PM_{2.5}$, and diesel PM:

  Idling Restrictions. Idling of diesel-powered vehicles and equipment shall not be permitted during periods of non-active vehicle use. Diesel-powered engines shall not be allowed to idle for more than 5 consecutive minutes in a 60-minute period when the equipment is not in use, occupied by an operator, or otherwise in motion, except as follows:

  - When equipment is forced to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control;
  - When it is necessary to operate auxiliary systems installed on the equipment, only when such system operation is necessary to accomplish the intended use of the equipment;
  - To bring the equipment to the manufacturer's recommended operating temperature;
  - When the ambient temperature is below 40 degrees F or above 85 degrees F; or
  - When equipment is being repaired.
- AIR–D: The City shall require that all new residential fireplaces to be fueled by natural gas. Wood stoves and wood burning fireplaces shall be prohibited.
- AIR-E: The City shall require applicants to analyze the potential for creating a local CO hotspot due to traffic congestion that could result from implementation of projects anticipated in the proposed General Plan amendments to the Land Use and Circulation Element.

- AIR-F: The City shall require applicants to complete a Health Risk Assessment (HRA) to determine the cancer risk to sensitive receptors for all residential projects located within 500 feet of Interstate 210 (I-210).
- AIR-G: The City shall require applicants to assess the potential impacts to children's respiratory health for all residential projects located within 500 feet of I-210.

3 GREENHOUSE GAS SETTING AND REGULATORY FRAMEWORK

This chapter provides information on the environmental and regulatory GHG setting of the proposed Project. Information on existing GHG conditions, relevant standards, and issues of concern was obtained from the U.S. EPA, CARB, and SCAQMD.

3.1 DEFINING CLIMATE CHANGE

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affects the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface.

Elements that indicate that climate change is occurring on Earth include, but are not limited to:

- Rising of global surface temperatures by 1.3°F over the last 100 years;
- Changes in precipitation patterns;
- Melting ice in the Arctic;
- Melting glaciers throughout the world;
- Rising ocean temperatures;
- Acidification of oceans; and
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The Earth's surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet warmer during the nights than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

3.1.1 Greenhouse Gases

Gases that trap heat in the atmosphere and affect regulation of the earth's temperature are known as a greenhouse" gas, or GHG(s). Many chemical compounds found in the earth's atmosphere exhibit the GHG property. GHGs allow sunlight to enter the atmosphere freely. When sunlight strikes the earth's surface, it is either absorbed or reflected back toward space. Earth that has absorbed sunlight warms up and emits infrared radiation toward space. GHGs absorb this infrared radiation and "trap" the energy in the earth's atmosphere.

GHGs that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHGs are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880) and atmospheric carbon dioxide concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800's to 406 ppm in October 2018 (NOAA, 2018).

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The six common GHGs are described below.

- Carbon Dioxide (CO_2). CO_2 is released to the atmosphere when fossil fuels (oil, gasoline, diesel, natural gas, and coal), solid waste, and wood or wood products are burned.
- Methane (CH_4). CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in municipal solid waste landfills and the raising of livestock.
- Nitrous Oxide (N_2O). N_2O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.
- Sulfur Hexafluoride (SF_6). SF_6 is commonly used as an electrical insulator in high voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF_6 occur during maintenance and servicing as well as from leaks of electrical equipment.
- Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs). HFCs and PFCs are generated in a variety of industrial processes. Although the amount of these gases emitted into the atmosphere is small in terms of their absolute mass, they are potent agents of climate change due to their high global warming potential.

GHGs can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHGs by their GWP determines their carbon dioxide equivalent (CO2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions. The GWPs and estimated atmospheric lifetimes of the common GHG are shown in Table 3-1.

Table 3-1: Global Warming Potential (GWP) of Common Greenhouse Gases (GHG)		
GHG	Lifetime (years)	GWP(A)
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12	25
Nitrous Oxide (N_2O)	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC-14	50,000	7,390
PFC-116	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800
Source: CARB, 2014. (A) GWPs are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) 4th Assessment Report.		

3.1.2 Climate Change and California

The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur (CNRA 2009).

In July 2012, the CNRA and Emergency management Agency published an update, titled Emergency Management Agency published California Adaptation Planning Guide, which walks local decision-makers through the steps to create climate vulnerability assessments and adaptation strategies. This guide presents the basis for climate change adaptation planning and introduces a step-by-step process for local and regional climate vulnerability assessment and adaptation strategy development. The guide outlines nine steps in adaptation planning development, the first five steps are a vulnerability assessment which covers: 1) exposure, 2) sensitivity, 3) potential impacts, 4) adaptive capacity, and 5) risk and onset. The last four steps are guiding principles for adaptation strategy development, which are: 6) prioritize adaptive needs, 7) identify strategies, 8) evaluate and prioritize, and 9) phase and implement.

The potential impacts of global climate change in California are detailed below.

Public Health and Welfare

Concerns related to public health and climate change includes higher rates of mortality and morbidity, change in prevalence and spread of disease vectors, decreases in food quality and security,

reduced water availability, and increased exposure to pesticides. These concerns are all generally related to increase in ambient outdoor air temperature, particularly in summer.

Higher rates of mortality and morbidity could arise from more frequent heat waves at greater intensities. Health impacts associated with extreme heat events include heat stroke, heat exhaustion, and exacerbation of medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Climate change would result in degradation of air quality promoting the formation of ground-level pollutants, particularly ozone. Degradation of air quality would increase the severity of health impacts from criteria and other air pollutants discussed in Section 2.1.1 (Regulated Air Pollutants). Temperature increases and increases in carbon dioxide are also expected to increase plant production of pollens, spores, and fungus. Pollens and spores could induce or aggravate allergic rhinitis, asthma, and obstructive pulmonary diseases.

Precipitation projections suggest that California will become drier over the next century due to reduced precipitation and increased evaporation from higher temperatures. These conditions could result in increased occurrences of drought. Surface water reductions will increase the need to pump groundwater, reducing supplies and increasing the potential for land subsidence.

Precipitation changes are also suspected to impact the Sierra snowpack (see "Water Management" herein). Earlier snowmelts could coincide with the rainy season and could result in failure of the flood control devices in that region. Flooding can cause property damage and loss of life for those affected. Increased wildfires are also of concern as the State "dries" over time. Wildfires can also cause property damage, loss of life, and injuries to citizens and emergency response services.

Sea-level rises would also threaten human health and welfare. Flood risks will be increased in coastal areas due to strengthened storm surges and greater tidal damage that could result in injury and loss of property and life. Gradual rising of the sea will permanently inundate many coastal areas in the state.

Other concerns related to public health are changes in the range, incidence, and spread of infectious, water-borne, and food-borne diseases. Changes in humidity levels, distribution of surface water, and precipitation changes are all likely to shift or increase the preferred range of disease vectors (i.e. mosquitoes). This could expose more people and animals to potential for vector-borne disease.

Biodiversity and Habitat

Changes in temperature will change the livable ranges of plants and animals throughout the state and cause considerable stress on these species. Species will shift their range if appropriate habitat is available and accessible if they cannot adapt to their new climate. If they do not adapt or shift, they face local extirpation or extinction. As the climate changes, community compositions and interactions will be interrupted and changed. These have substantial implications on the ecosystems in the state. Extreme events will lead to tremendous stress and displacement on affected species. This could make it easier for invasive species to enter new areas, due to their ability to more easily adapt. Precipitation changes would alter stream flow patterns and affect fish populations during their life cycle. Sea level rises could impact fragile wetland and other coastal habitat.

Water Management

Although disagreement among scientists on long-term precipitation patterns in the State has occurred, it is generally accepted by scientists that rising temperatures will impact California's water supply due to changes in the Sierra Nevada snowpack. Currently, the State's water infrastructure is designed to both gather and convey water from melting snow and to serve as a flood control device. Snowpack melts

gradually through spring warming into early summer, releasing an average of approximately 15 million acre-feet of water. The State's concern related to climate change is that due to rising temperatures, snowpack melt will begin earlier in the spring and will coincide with the rainy season. The combination of precipitation and snowmelt would overwhelm the current system, requiring tradeoffs between water storage and flood protection to be made. Reduction in reserves from the Sierra Nevada snowpack is troublesome for California and particularly for Southern California. Approximately 75-percent of California's available water supply originates in the northern third of the state while 80 percent of demand occurs in the southern two-thirds. There is also concern is that rising temperatures will result in decreasing volumes from the Colorado River basin. Colorado River water is important to Southern California because it supplies water directly to Metropolitan Water District of Southern California. Water from the Colorado River is also used to recharge groundwater basins in the Coachella Valley.

Agriculture

California is the most agriculturally productive state in the US resulting in more than 37 billion dollars in revenue in 2008. California is the nation's leading producer of nearly 80 crops and livestock commodities, supplying more than half of the nation's fruit and vegetables and over 90 percent of the nation's production of almonds, apricots, raisin grapes, olives, pistachios, and walnuts. Production of crops is not limited to the Central Valley but also occurs in Southern California. Strawberries and grapes are grown in San Bernardino and Riverside Counties. Orange County and San Diego County also contribute to strawberry production. Cherries are also grown in Los Angeles and Riverside County. Anticipated impacts to agricultural resources are mixed when compared to the potentially increased temperatures, reduced chill hours, and changes in precipitation associated with climate change. For example, wheat, cotton, maize, sunflower, and rice are anticipated to show declining yields as temperatures rise. Conversely, grapes and almonds would benefit from warming temperatures. Anticipated increases in the number and severity in heat waves would have a negative impact on livestock where heat stress would make livestock more vulnerable to disease, infection and mortality. The projected drying trend and changes in precipitation are a threat to agricultural production in California. Reduced water reliability and changes in weather patterns would impact irrigated farmlands and reduce food security. Furthermore, a drying trend would increase wildfire risk. Overall, agriculture in California is anticipated to suffer due to climate change impacts.

Forestry

Increases in wildfires will substantially impact California's forest resources that are prime targets for wildfires. This can increase public safety risks, property damage, emergency response costs, watershed quality, and habitat fragmentation. Climate change is also predicted to affect the behavior or plant species including seed production, seedling establishment, growth, and vigor due to rising temperatures. Precipitation changes will affect forests due to longer dry periods and moisture deficits and drought conditions that limit seedling and sapling growth. Prolonged drought also weakens trees, making them more susceptible to disease and pest invasion. Furthermore, as trees die due to disease and pest invasion (e.g., the Bark Beetle invasion of the San Bernardino Forest), wildfires can spread more rapidly.

Transportation and Energy Infrastructure

Higher temperatures will require increased cooling, raising energy production demand. Higher temperatures also decrease the efficiency of distributing electricity and could lead to more power outages during peak demand. Climate changes would impact the effectiveness of California's transportation infrastructure as extreme weather events damage, destroy, and impair roadways and railways throughout the state causing governmental costs to increase as well as impacts to human life as accidents increase. Other infrastructure costs and potential impacts to life would increase due to the need to upgrade levees

and other flood control devices throughout the state. Infrastructure improvement costs related to climate change adaptation are estimated in the tens of billions of dollars.

3.1.3 Carbon Sequestration

Carbon sequestration is the process by which plants absorb CO_2 from the atmosphere and store it in biomass like leaves and grasses. Agricultural lands, forests, and grasslands can all sequester carbon dioxide, or emit it. The key is to determine if the land use is emitting carbon dioxide faster than it is absorbing it. Young, fast-growing trees are particularly good at absorbing more than they release and are known as a sink. Agricultural resources often end up being sources of carbon release because of soil management practices. Deforestation contributes to carbon dioxide emissions by removing trees, or carbon sinks, that would otherwise absorb CO_2. Forests are a crucial part of sequestration in some parts of the world, but not much in the United States. Another form of sequestration is geologic sequestration. This is a manmade process that results in the collection and transport of CO_2 from industrial emitters (i.e. power plants) and injecting it into underground reservoirs.

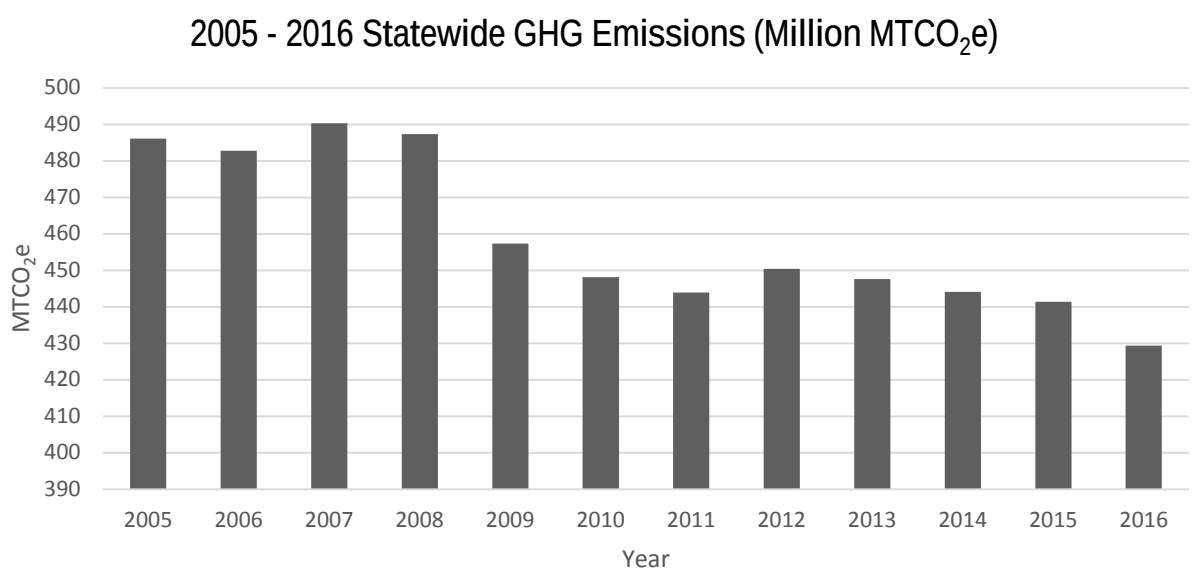
3.2 EXISTING GHG EMISSIONS LEVELS

3.2.1 State GHG Emissions Levels

CARB prepares an annual statewide GHG emissions inventory using regional, state, and federal data sources, including facility-specific emissions reports prepared pursuant to the state's Mandatory GHG Reporting Program (see Section 3.4.2). The statewide GHG emissions inventory helps CARB track progress towards meeting the state's AB 32 GHG emissions target of 431 million metric tons of CO_2 equivalents (MTCO2e), as well as establish and understand trends in GHG emissions. CARB approved use of 431 MMCO2e as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 MMCO2e. Statewide GHG emissions for the 2006 to 2016 time period are shown in Table 3-2. Statewide GHG emissions have generally decreased over the last decade, with 2016 levels (429 million MTCO2e) approximately 12 percent less than 2005 levels (486 million MTCO2e). The transportation sector (169 million MTCO2e) accounted for more than one-third (approximately 39.4%) of the state's total GHG emissions inventory (429 million MTCO2e) in 2016.

Table 3-2: 2005 – 2016 Statewide GHG Emissions (Million $MTCO_2e$)

Scoping Plan Sector	Year											
	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16
Agriculture	34	35	36	36	33	34	35	36	35	36	34	34
Commercial/Residential	42	43	43	44	44	45	46	43	44	37	38	39
Electric Power	108	105	114	120	101	90	88	95	90	88	84	69
High GWP	9	10	11	12	12	14	15	16	17	18	19	20
Industrial	96	93	90	91	88	91	91	91	94	94	92	90
Recycling and Waste	8	8	8	8	8	8	8	8	9	9	9	9
Transportation	189	189	189	178	170	165	162	161	161	162	166	169
Total Million $MTCO_2e$[(A)]	*486*	*483*	*490*	*487*	*457*	*448*	*444*	*450*	*448*	*444*	*441*	*429*



Source: CARB, 2018

(A) Totals may not equal due to rounding. CARB inventory uses GWPs based on the United Nations' ICC's 4th Assessment Report.

3.2.2 Existing GHG Emissions

As explained in Section 2.1.7, the proposed Project area consists of an industrial building, a commercial building, and a parking lot that generate emissions, including GHG emissions, which contribute to existing environmental conditions. In addition to the mobile, energy, and area sources described in Section 2.1.7, the existing land uses generate emissions from the following additional sources specific to GHG emissions. Existing GHG emissions were modeled using CalEEMod, V. 2016.3.2, using default data assumptions with the following Project-specific modifications:

- Mobile Sources. As described in Section 2.1.7, the default trip generation rates for the proposed land use types were replaced with trip generation rates contained in the TIS prepared for the

Project (Linscott, Law, and Greenspan 2018). According to the TIS, the existing land uses generate 2.91 trips per KSF. CalEEMod does not estimate N_2O emissions from on-road vehicle travel or off-road construction sources. CalEEMod also does not take into account GHG reductions that will occur under the State's Low Carbon Fuel Standard (LCFS, see Section 3.4.2). To account for this, CalEEMod emissions estimates were adjusted as follows:

- N_2O emissions were estimated for the Project by comparing the ratio of CO_2 and N_2O emissions for the on-road (light-duty vehicles) and off-road transportation sectors contained in the State's most recent GHG inventory (CARB 2018b, 2018c). In 2016, statewide CO_2 and N_2O emissions estimates for the on-road transportation sector (light-duty gasoline vehicles) were 115.4 and 0.005 million metric tons, respectively (N_2O emissions are therefore equal to 0.004% of CO_2 emissions for this sector). In 2016, the off-road transportation sector emitted 2.29 million metric tons of CO_2 and 0.0002 million metric tons of N_2O (N_2O emissions are therefore equal to 0.001% of CO_2 emissions for this sector).
- The CalEEMod estimate of CO_2 emissions was reduced by 7.5% to reflect the reduction in carbon intensity that would be achieved under the LCFS program by Year 2020.

- Energy use and consumption: In addition to natural gas usage, the existing land use sin the Project area would generate indirect GHG emissions from electricity use. Southern California Edison provides electricy service in the City of Monrovia. The CalEEMod default GHG intensity values for this electric service provider are from 2012 and do not represent existing and future reductions in GHG intensity that have been achieved under the State's Renewable Portfolio Standard (RPS, see Section 3.4.2). To account for this, CalEEMod default assumptions regarding energy use were adjusted as follows:
  - The SCE GHG intensity value was reduced based on an increase in renewable energy mix from 20% under estimated Year 2012 conditions to 33% under existing conditions. This adjustment reduced the estimated amount of CO_2 produced by the PG&E energy mix from approximately 702 pounds/megawatt-hour (mWh) to 526 pounds/mWh.
- Solid waste disposal: Emissions generated from the transport and disposal of waste generated by land uses. CalEEMod estimates approximately 33 tons of solid waste are generated per year by the people working and living within the Project area.
- Water/wastewater: Emissions from electricity used to supply water to land uses, and treat the resulting wastewater generated. As estimated in CalEEMod, existing land uses within the Project area use approximately 8.1 million gallons of water per year.

The Project area's existing GHG emissions are summarized in Table 3-3 below.

Table 3-3: Existing Project Site GHG Emissions				
Source	Annual GHG Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	TOTAL MTCO2e
Area	<0.00(A)	<0.00(A)	<0.00(A)	<0.00(A)
Energy(B)	253.9	<0.00(A)	<0.00(A)	254.9
Mobile(C)	149.3	0.01	0.01	151.3
Waste	8.7	0.52	<0.00(A)	21.7
Water	36.2	0.27	<0.00(A)	44.8
Total Existing GHG(D)	448.1	0.80	0.01)	472.7

Source: MIG, 2018 (see Appendix A)

(A) "<0.00" does not indicate the emissions are less than or equal to 0; rather, it indicates the emission is smaller than 0.01 but larger than 0.000.

(B) The emissions estimated in CalEEMod account for the carbon intensity metrics provided in Southern California Edison's 2016 Corporate Responsibility and Sustainability Report (SCE, 2016) and U.S. Environmental Protection Agency's eGrid2014v2 emission rates (USEPA, 2017).

(C) CalEEMod 2016.3.2 does not incorporate GHG emissions reductions resulting from the State's Low Carbon Fuel Standards (LCFS). Although LCFS largely reduces GHG from upstream fuel processing (and not individual tailpipe emissions) the aggregate effect on transportation fuels is a reduction in GHG emissions throughout the state from lower fuel carbon content. Accordingly, this EIR analysis reduces transportation combustion emissions pursuant to LCFS requirements. Based on the latest estimate available from CARB, the LCFS regulation resulted in a 2.5% reduction in average carbon intensity content in 2016 and should result in a 7.5% reduction in average carbon intensity in 2020. Thus, CalEEMod transportation emissions were adjusted by multiplying by a factor of .925 to account for the LCFS regulation (CARB 2018a, 2018b).

(D) Totals may not equal due to rounding.

3.3 State and Regional Energy Setting

According to the California Energy Commission's (CEC) *2015 Integrated Energy Policy Report*, Californians consumed about 280,500 gigawatt hours (GWh) of electricity in 2014 and 13,240 million BTU of natural gas in 2013. The CEC estimates that by 2025, California's electricity consumption will reach between 297,618 GWh and 322,266 GWh, an annual average growth rate of 0.54 to 1.27 percent (CEC 2015a), and natural gas consumption is expected to reach between 12,673 million and 13,731 million BTU by 2024, an average annual growth rate of -0.4 to 0.33 percent (CEC 2015a).

Approximately 70 percent of California's electricity is generated from power plants located within the State and from plants in other states but owned by California utilities. About 10 percent is imported from the Pacific Northwest and 20 percent from the American Southwest (CEC 2011). In-state power is attained from 61.1 percent natural gas, 17.1 renewable energy, and 11.7 percent large hydropower.

Due in part to the State's emphasis on renewable energy, California is second in leading the nation when it comes to net electricity generation from renewable resources. A top producer of electricity from conventional hydroelectric power, California is also a leader in net electricity generation from several other renewable energy sources. In 2016, California generated approximately 73,900 GWh of renewable electricity, accounting for 28.9 percent of the State's overall electricity sales (CEC 2017a).

In 2016, total electricity use in Los Angeles County was 69,614 million kilowatt hours (kWh), including 48,759 million kWh of consumption for non-residential land uses (CEC 2017b). Natural gas consumption was 286.9 million BTU in 2016, including 175.8 million therms from non-residential uses (CEC 2017c).

3.4 FEDERAL, STATE, AND LOCAL CLIMATE CHANGE REGULATIONS

3.4.1 Federal GHG Regulations

U.S. EPA GHG Tailoring Rule and GHG Reporting System

On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) in the atmosphere threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHG are pollutants under the federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 MTCO2e. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat greenhouse gases as an air pollutant for purposes of determining whether a source is a major source required to obtain a permit pursuant to the Clean Air Act's Prevention of Significant Deterioration or Title V operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 MTCO2e or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decisions.

3.4.2 State Climate Change Regulations

Executive Order S-3-05

Executive Order S-3-05 was issued by California Governor Arnold Schwarzenegger and established targets for the reduction of greenhouse gas emission at the milestone years of 2010, 2020, and 2050. Statewide GHG emissions must be reduced to 1990 levels by year 2020 and by 80 percent beyond that by year 2050. The Order requires the Secretary of the Cal-EPA to coordinate with other State departments to identify strategies and reduction programs to meet the identified targets. A Climate Action Team (CAT) was created and is headed by the Secretary of Cal-EPA who reports on the progress of the reduction strategies. The latest CAT Biennial Report to the Governor and Legislature was completed in April 2016.

Assembly Bill 32 – California Global Warming Solutions Act and Related GHG Reduction Goals

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on Statewide greenhouse gas emissions proclaimed in Executive Order S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target is December 31, 2020.

As part of AB 32, CARB determines 1990 GHG emissions levels and projected a "business-as-usual" (BAU)[2] estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a Statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million $MTCO_2e$ (CARB 2007). In 2008, CARB adopted its Climate Change Scoping Plan, which projects 2020 Statewide GHG emissions levels of 596 million $MTCO_2e$ and identifies numerous

[2] BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million $MTCO_2e$ of GHG reductions and bring Statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, Executive Order B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign Senate Bill (SB) 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the State's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases."

Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Plan were to expand and strengthen energy efficiency programs, achieve a Statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven States in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB 2009). CARB estimated that implementation of these measures will achieve at least 174 million $MTCO_2e$ of reductions and reduce Statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations, and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. "The First Update" defined CARB's climate change priorities over the next five years, and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the 2017 Climate Change Scoping Plan update (CARB 2017c), was adopted by CARB in December 2017. The primary objective for the 2017 Climate Change Scoping Plan is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The *2017* Climate Change Scoping Plan identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions. It notes that emissions reductions targets set by more than one hundred local jurisdictions in the State could result in emissions reductions of up to 45 million $MTCO_2e$ and 83 million $MTCO_2e$ by 2020 and 2050, respectively. To achieve these goals, the 2017 Scoping Plan Update includes a recommended plan-level efficiency threshold of six metric tons or less per capita by 2030 and no more than two metric tons by 2050. The major elements of the *2017* Climate Change Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero emission vehicle (ZEV) buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewable Portfolio Standard (RPS) to 50 percent and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing CH4 and hydrocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Senate Bill 375 – Sustainable Communities and Climate Protection Act

In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks ARB to set greenhouse gas reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare an SCS as part of their RTP. The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In the Southern California Association of Governments (SCAG) region (in which the proposed Project is located), sub-regions can also elect to prepare their own RTP/SCS. In April 2016, the SCAG adopted the 2016 RTP/SCS. The RTP/SCS identifies over 4,000 transportation projects ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and

expand mobility choices. The RTP/SCS would result in an eight percent reduction in GHG emissions by 2020, and 18 percent reduction by 2035, and 31 percent reduction by 2040 – compared with 2005 levels.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018a). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and an 19% reduction by 2035.

Executive Order B-30-15 / Senate Bill 32 and Assembly Bill 197

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, sets a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. By directing state agencies to take measures consistent with their existing authority to reduce GHG emissions, this order establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign SB 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target to reduce GHG emissions by 40 percent below 1990 levels by 2030 a requirement as opposed to a goal. AB-197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the state's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases."

Assembly Bill 1493

With the passage of AB 1493 (Pavley I) in 2002, California launched an innovative and pro-active approach for dealing with GHG emissions and climate change at the State level. AB 1493 requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards apply to automobiles and light trucks from 2009 through 2016. Although litigation was filed challenging these regulations and the U.S. EPA initially denied California's related request for a waiver, a waiver has since been granted (CARB 2017b). In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 among light-duty vehicles. In January 2012, CARB approved the Advanced Clean Cars (ACC) program (formerly known as Pavley II) for model years 2017 through 2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the Zero-Emission Vehicle (ZEV) regulation. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards.

Renewables Portfolio Standard (RPS) Program

In 2002, California established its RPS Program, with the goal of increasing the percentage of renewable energy in the State's electricity mix to 20 percent of retail sales by 2017. The 2003 Integrated Energy Policy Report recommended accelerating that goal to 20 percent by 2010, and the 2004 Energy Report Update further recommended increasing the target to 33 percent by 2020. The State's Energy Action Plan also supported this goal. In 2006 under SB 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed the California Air Resources Board, under its AB 32 authority, to

enact regulations to achieve the goal of 33 percent renewables by 2020. In October 2015, Governor Brown signed SB 350 to codify the ambitious climate and clean energy goals of Executive Order S-14-08. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the State's electricity from renewable sources by 2030."

Most recently, on September 10, 2018, Governor Brown signed SB 100 and issued Executive Order B-55-18. SB 100 revised the above-described legislation to mandate a 50 percent renewable energy mix by December 31, 2026, achieve a 60 percent renewable energy target by December 31, 2030, as well as call for 100 percent carbon-free electricity by 2045. Executive Order B-55-18 further strengthens California's commitment to clean energy by calling for statewide carbon-neutrality by 2045.

Water Conservation in Landscaping Act

Section 65591 of the Government Code requires all local jurisdictions to adopt a water efficient landscape ordinance. The ordinance is to address water conservation through appropriate use and grouping of plants based on environmental conditions, water budgeting to maximize irrigation efficiency, storm water retention, and automatic irrigation systems. Failure to adopt a water efficiency ordinance requires a local jurisdiction to enforce the provisions of the State's model water efficiency ordinance. In 2009, the Department of Water Resources updated the Model Water Efficient Landscape Ordinance pursuant to amendments to the 1991 Act. These amendments and the new model ordinance went into effect on January 1, 2010. The amended Act is applicable to any new commercial, multi-family, industrial or tract home project containing 2,500 square feet (SF) or more of landscaping. Individual landscape projects of 5,000 SF or more on single-family properties will also be subject to the Act. All landscape plans are required to include calculations verifying conformance with the maximum applied water allowance and must be prepared and stamped by a licensed landscape architect.

Title 24 Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission.

CALGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to non-residential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards, adopted May 9, 2018, will go into effect on January 1, 2020 and improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and indoor air quality requirements, and extending Title 24, Part 6 to apply to healthcare facilities. The 2019 standards also propose several smaller improvements in energy efficiency.

Biological Diversity v. California Department of Fish and Wildlife

In its decision in *Center for Biological Diversity v. California Dep't of Fish and Wildlife* (*Newhall*) 62 Cal.4th 204 (2015), the California Supreme Court set forth several options that lead agencies may consider for evaluating the cumulative significance of a proposed project's GHG emissions:

1. A calculation of emissions reductions compared to a "business as usual" (BAU) scenario based upon the emissions reductions in CARB's Scoping Plan, including examination of the data to determine what level of reduction from BAU a new land use development at the proposed location must contribute in order to comply with statewide goals.
2. A lead agency might assess consistency with AB 32's goals by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities.
3. Use of geographically specific GHG emission reduction plans to provide a basis for tiering and streamlining of project-level CEQA analysis.
4. A lead agency may rely on existing numerical thresholds of significance for GHG emissions, though use of such thresholds is not required.

3.4.3 City of Monrovia Climate Change Regulations

The City of Monrovia, along with Southern California Edison and Intergy Corporation, has implemented an Energy Action Plan that contains goals and specific actions to ensure that sufficient, dependable, and reasonably-priced electrical power and energy supplies are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for the city's consumers and taxpayers. The Energy Action Plan looks at self-generation and demand reduction strategies that can further offset the energy, water, and transportation needs for the city of Monrovia, including the use of renewable energy sources. Appendix A to the Energy Action Plan includes the City's environmental accords or actions; however, none of these actions are directly applicable to individual development projects. Rather, Appendix A to the Energy Action Plan primarily lists actions that apply to City equipment, electricity consumption, and GHG emissions sources, or which would be implemented on a City-wide basis.

This page intentionally left blank.

4 PROPOSED PROJECT DESCRIPTION

FRC Realty, Inc. is proposing to develop the 127 Pomona Avenue Mixed-Use Project 0n a 1.8-acre site in the City of Monrovia. The proposed Project would consist of a seven-floor mixed-use development with commercial uses on the ground floor and 310 residential units on the 2nd through 7th floors. The proposed Project also includes two-levels of underground parking and one level of above-grade parking. The site consists of seven parcels of land in the southern central part of the City. The existing site aerial and the proposed Project site plan are shown in Project Characteristics

4.1.1 Project Construction

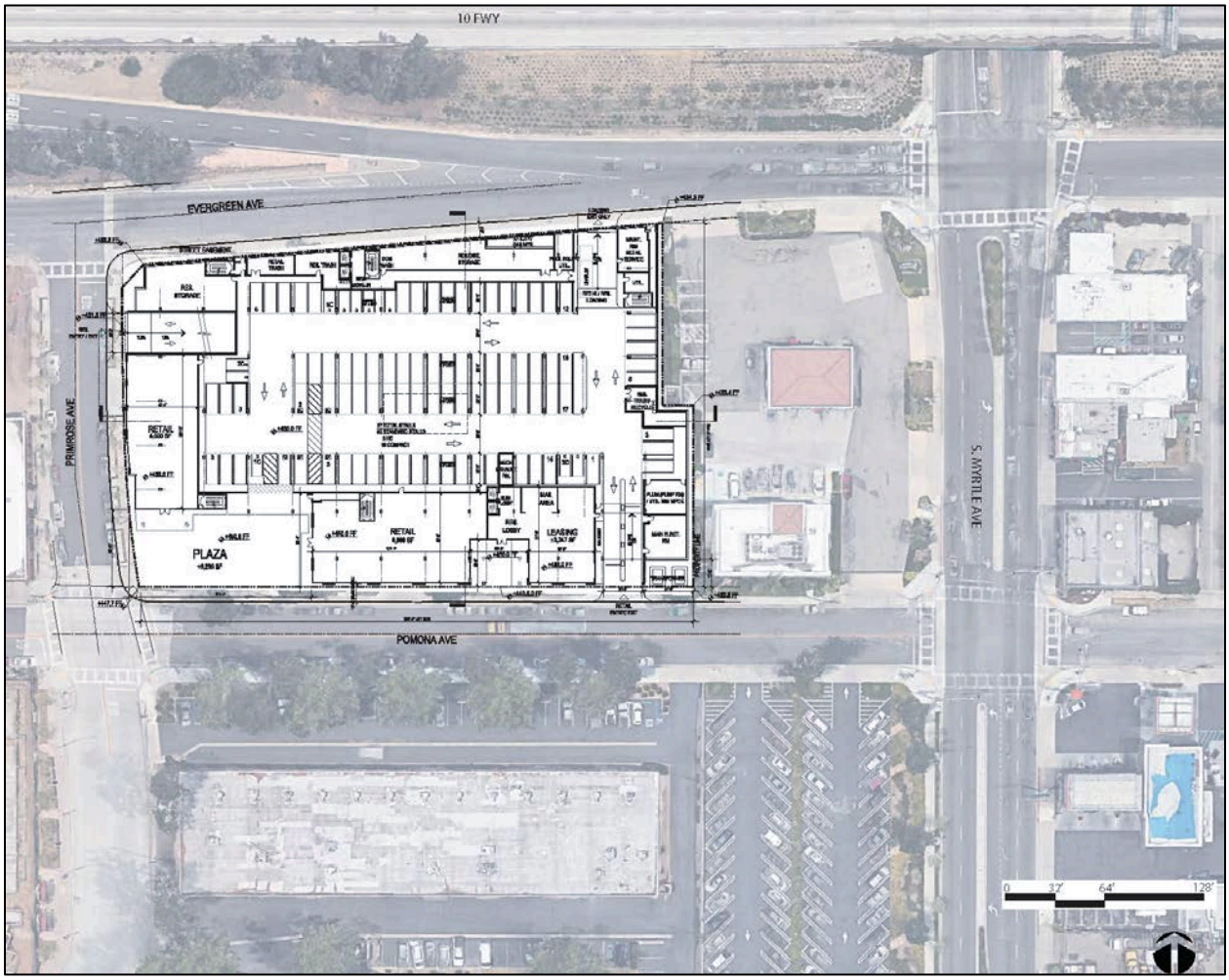
The proposed Project would involve the construction of 310 residential units encompassing approximately 223,294 square feet of floor space, ground floor commercial consisting of approximately 10,000 square feet, and a three-level enclosed parking structure with elevators. The bottom two levels of the parking structure would be below ground and the top level of the parking structure would be at grade with the proposed ground-floor commercial uses. Approximately 80,000 cubic yards of soil would be cut and removed from the site in order to accommodate the two levels of underground parking. The cut and removal of soil material will result in approximately 10,000 haul trips over a 40 to 80 day grading period. Construction activities would include demolition of the existing buildings and parking, site preparation, grading, building construction, paving, and architectural coating work. Construction activities, duration, and typical equipment usage was generated using CalEEMod, V. 2016.3.2, and are shown in detail in Section 5.3.1. FRC Realty, Inc. anticipates starting construction of the proposed Project in early 2020, with construction lasting approximately 26 months in length.

4.1.2 Project Operation

Once constructed, the new mixed-used development would generate emissions of regulated air pollutants and GHG from area, energy, mobile, off-road, solid waste, and water /wastewater sources. These sources are described in detail in Sections 5.3.2 and 6.2. The proposed Project also includes small stationary sources of emissions such as a back-up generator and a fire pump. The Project is anticipated to be fully operational in early 2023.

This page intentionally left blank.

Figure 4-1 Proposed Project Aerial and Site Plan



Source: Humphreys and Partners Architects 2018

This page intentionally left blank.

5 AIR QUALITY IMPACT ANALYSIS

This chapter evaluates the direct and indirect air quality impacts that could result from implementation of the proposed 127 Pomona Avenue Mixed-Use Project.

5.1 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the proposed Project could result in potentially significant impacts related to air quality if it would:

- Conflict with or obstruct implementation of the applicable SCAQMD 2016 AQMP;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation ;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the South Coast Air Basin is designated nonattainment pursuant to federal or state ambient air quality standards (including releasing emissions that exceed quantitative thresholds for ozone precursors) ;
- Exposes sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

Consistent with the guidance contained in Appendix G of the State CEQA Guidelines, this Report relies upon SCAQMD-recommended methods and pollutant thresholds to evaluate whether the proposed Project's emissions would violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in nonattainment criteria air pollutants. The SCAQMD's- recommended thresholds of significance for criteria pollutants are shown in Table 5-1.

Table 5-1: SCAQMD-Recommended Regional Pollutant Thresholds

Pollutant	Maximum Daily Emissions (lbs/day)	
	Construction	Operation
NO_X	100	55
VOC/ROG	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3

Source: SCAQMD, 2015b

Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutants that exceed national and/or State air quality standards. Therefore, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that

are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards, which would result in significant adverse localized air quality impacts. The LST methodology takes into account a number of factors, including (1) existing ambient air quality in each Source Receptor Area (SRA); (2) how many acres the project would disturb in a day; and (3) how far project construction and operational activities would take place from the nearest sensitive receptor. Unlike the regional emission significance thresholds, LSTs have only been developed for NO_X, CO, PM_{10} and $PM_{2.5}$. This Report evaluates the proposed Project's potential to expose sensitive receptors to substantial pollutant concentrations pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five-acre project scenarios, depending on the amount of site disturbance during a day, using the SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (SCAQMD, 2016c).

5.2 Consistency With The Applicable Air Quality Plan

As described in Section 2.1.3, the 127 Pomona Mixed-Use Project is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the Project:

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation, or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2016 AQMP. The 2016 AQMP was designed to achieve attainment for all criteria air pollutants within the Basin while still accommodating growth in the region. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. Therefore, if the growth under the 127 Pomona Mixed-Use Project would be consistent with the regional population, housing, and employment forecasts identified by SCAG in the RTP/SCS, plan implementation would be consistent with the AQMP, even if emissions could potentially exceed the SCAQMD's recommended daily emissions thresholds.

The 127 Pomona Mixed-Use Project would result in 310 residential units and 10,000 square feet of retail space. These development capacities would support 570 residents and 18 employees. The 2016 RTP/SCS population and employment projections for the City of Monrovia, as well as the increase in population and employment that would occur with the implementation of the 127 Pomona Mixed-use Project and other City projects that are currently under review, are shown in Table 5-2.

Table 5-2: RTP/SCS and 127 Pomona Mixed-Use Project Growth Assumptions		
Proposed Project	Population	Employment
127 Pomona Mixed-Use Project	570(A)	18(B)
Other City Projects		
Other Past, Present, and Future Projects	2,837(C)	546D)
Total Growth	3,407	564
RTC/SCS Growth 2016 - 2040	3,500	3,600
Within Growth Assumptions?	Yes	Yes

Source: City of Monrovia 2018 and SCAG 2016, modified by MIG

(A) According to the U.S. Census Bureau, the average persons per bedroom in Monrovia is 1.536. Given this, under the scenario of 310 units, the 127 Pomona Mixed-Use Project would accommodate 570 residents: (Studio: 67 x 1 x 1.536 = 103; 1 Bedroom: 182 x 1 x 1.536 = 280; 2 Bedrooms: 61 x 2 x 1.536 = 187).

(B) Based upon the U.S. Green Building Council's (2008) average SF/employee: Retail is 10,000 square feet (SF)/550 SF/employee = 18 employees.

(C) According to the City's cumulative project list, approved, under-construction, or reasonably foreseeable residential projects (or portions of mixed-use projects) would result in 1,539 new dwelling units in the City. Assuming 20% of these are 2-bedroom units would yield 1,847 bedrooms. Based on the U.S. Census Bureau estimate of 1.56 people per bedroom, the population growth from other City residential projects would be equal to 1,847 * 1.536 = 2,836.7 people.

(D) According to the City's cumulative project list approved, under-construction, or reasonably foreseeable non-residential projects (or portions of mixed-use projects) would result in approximately 43,000 SF of office space, 68,000 SF of hotel space, and 181,000 SF of retail space. Based upon the U.S. Green Building Council's (2008) average SF/employee: General Office is 43,000 square feet (SF)/250 SF/employee = 172 employees, for Hotel is 68,000 SF/1,500 SF/employee = 45.3 employees, and General Retail (100,000 SF or less) is 181,000 SF/550 SF/employee = 329 employees. This yields a total employee population of of 546.3

As shown in Table 5-2, the implementation of the proposed 127 Pomona Mixed-Use Project, along with other City projects recently approved or currently under review, would not exceed the growth assumptions contained in the AQMP. Further, implementation of the 127 Pomona Mixed-Use Project would encourage transit-oriented development and support the use of mass transit. Thus, the proposed Project would support AQMP objectives to reduce trips and would aid in the implementation of the AQMP.

Consistency Criterion 2 refers to the CAAQS. SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur since it is most directly related to automobile traffic, the emissions of which have been modeled by the SCAQMD to determine future air quality conditions. The CO hotspot analysis described in Section 5.5.2 below below indicates that the proposed Project would not result in a localized CO hotspot and, therefore, would not cause or contribute to an existing or projected air quality violation. In addition, as described in Section 5.3 and Section 5.5.1 below, the construction and operation of the proposed Project would not exceed SCAQMD regional or localize significance thresholds.

For the reasons described above, the proposed 127 Pomona Mixed-Use Project would not conflict with the SCAQMD 2016 AQMP.

5.3 VIOLATIONS OF APPLICABLE AIR QUALITY STANDARDS

The proposed Project would generate both short-term construction emissions and long-term operational emissions. The Project's potential emissions were estimated using CalEEMod, V. 2016.3.2. As

described in more detail below, the proposed Project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds.

5.3.1 Construction Emissions

As described in Section 4.1.1, the proposed Project involves the construction of a seven-story mixed-use development consisting of approximately 10,000 square feet of ground-floor commercial floor space and 310 residential units on the 2nd through 7th floors. The proposed Project also includes three levels of enclosed parking, with two levels below ground and one level at grade. Construction activities would disturb a total of approximately 1.8 acres of land and include demolition, site preparation, grading, construction, paving, and architectural coating work.

The proposed Project's potential construction emissions were modeled using CalEEMod, Version 2016.3.1 (see Appendix A). The Project's construction activities, duration, and typical equipment usage was generated using CalEEMod, V. 2016.3.2 and are shown in Table 5-3; the type and amount of equipment used during construction was generated using CalEEMod default assumptions and modified as necessary to reflect additional, Project-specific construction activities, including:

- Demolition of approximately 39,500 square feet of existing building space and associated debris hauling activities; and
- Export of 80,000 cubic yards of soil during the Project's grading phase.

Construction activities were presumed to start in January 2020 and last approximately 26 months.

Table 5-3: Construction Activity, Duration, and Typical Equipment

Construction Activity	Duration (days)(A)	Typical Equipment Used(B)
Demolition	20	Concrete/Industrial Saw, Dozer, Excavator
Site Preparation	40	Dozer, Backhoe
Grading	40	Excavator, Grader, Dozer, Backhoe
Building Construction	390	Crane, Forklift, Generator, Backhoe, Welder
Paving	40	Cement Mixer, Paver, Roller. Backhoe
Architectural Coating	34	Air Compressor

Source: MIG, 2018 (See Appendix A).

(A) Days refers to total active work days in the construction phase, not calendar days.

(B) The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each work day.

The proposed Project's maximum daily unmitigated construction emissions are shown in Table 5-4. The construction emissions estimates incorporate measures to control and reduce fugitive dust as required by SCAQMD Rule 403 (see Section 2.2.3). Please refer to Appendix A for CalEEMod output files and detailed construction emissions assumptions.

Table 5-4: Unmitigated Construction Emissions Estimates						
Season	Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer 2020	4.49	96.08	31.23	0.23	7.69	4.69
Winter 2020	4.54	97.00	32.08	0.22	7.70	4.69
Summer 2021	3.39	24.79	29.80	0.08	4.90	1.98
Winter 2021	3.53	24.86	28.87	0.08	4.90	1.98
Summer 2022	45.90	9.57	12.89	0.02	0.78	0.51
Winter 2022	45.93	9.58	12.82	0.02	0.78	0.51
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Source: MIG, 2018 (see Appendix A) and SCAQMD 2015b.						

As shown in Table 5-4, the proposed Project's maximum daily unmitigated construction emissions would be below the SCAQMD's regional pollutant thresholds for all pollutants. Therefore, the construction of the proposed Project would not generate construction-related emissions that exceed SCAQMD CEQA thresholds.

Consistent with the City's General Plan (see Section 2.2.4), the proposed Project would incorporate best management practices (BMPs) to control diesel-powered equipment idling during construction activities.

Idling Restrictions BMPs

Idling of diesel-powered vehicles and equipment shall not be permitted during periods of non-active vehicle use. Diesel-powered engines shall not be allowed to idle for more than 5 consecutive minutes in a 60-minute period when the equipment is not in use, occupied by an operator, or otherwise in motion, except as follows:

- When equipment is forced to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control;
- When it is necessary to operate auxiliary systems installed on the equipment, only when such system operation is necessary to accomplish the intended use of the equipment;
- To bring the equipment to the manufacturer's recommended operating temperature;
- When the ambient temperature is below 40 degrees F or above 85 degrees F; or
- When equipment is being repaired.

5.3.2 Operational Emissions

Once operational, the proposed 127 Pomona Mixed-Use Project would generate emissions of regulated air pollutants from area, energy, and mobile sources. The net change in emissions of regulated air pollutants that would occur with implementation of the 127 Pomona Mixed-Use Project was modeled using CalEEMod, Version 2016.3.2. The operational emissions were modeled based on the Project's first full year of operation (2023), using default data assumptions provided by CalEEMod, with the following Project-specific modifications:

- The default trip generation rates for the existing land use types were replaced with trip generation rates contained in the TIS prepared for the Project (Linscott, Law, and Greenspan 2018). According to the TIS, each residential dwelling unit would generate 4.07 daily weekday trips and the commercial space would generate 24.1 trips per KSF. These trip rates reflect a 15% (commercial) and 25% reduction below the standard trip rate for these uses to account for the Project's proximity to the Monrovia Light Rail Station.
- The default electrical and natural gas energy efficiency intensity values for residential and non-residential land uses were adjusted downwards to reflect the California Energy Commissions adoption of the 2019 energy efficiency standards. The 2019 energy efficiency standards will take effect on January 1, 2020, and will reduce energy use from residential and non-residential development through the required installation of solar photovoltaic systems, electric demand response compliance options such as battery storage systems, stronger building envelope insulation for attics, walls, and windows, and use of light-emitting diode lighting systems
- Woodstoves and hearths were excluded pursuant to City General Plan requirements and SCAQMD Rule 445.
- One 50-horsepower diesel-fueled back-up generator and one 50-horsepower, diesel-fueled fire pump were presumed to be present on-site and operate a total of 18 hours per year.

The proposed Project's maximum daily unmitigated operational emissions are shown in Table 5-5. The emissions presented are for the proposed Project's first full year of operation, which is presumed to be 2023.

Table 5-5: Unmitigated Operational Emissions Estimates

Source	Maximum Daily Pollutant Emissions (Pounds Per Day)(A)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
127 Pomona Mixed-Use Project Emissions(A)						
Area	5.47	0.30	25.63	<0.00	0.14	0.14
Energy	0.12	1.05	0.45	0.01	0.09	0.09
Mobile	2.59	4.81	35.18	0.12	12.22	3.31
Total Project Emissions(B)	*8.18*	*6.16*	*61.26*	*0.13*	*12.44*	*3.54*
Existing 127 Pomona Mixed-Use Project Area Emissions						
Total Existing Emissions(C)	*1.17*	*1.42*	*3.65*	*0.01*	*0.03*	*0.03*
Net Change in Emissions Levels						
Total Net Change	+7.01	+4.74	+57.61	+0.12	+12.41	+3.51
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: MIG, 2018 (See Appendix A)

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SO_X emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter PM_{10} and $PM_{2.5}$ emissions levels for the purposes of this table.

(B) Totals may not equal due to rounding. Stationary sources would add less than 0.000 pounds per day of emissions to the Project's area, energy, and mobile source total.

(C) See Table 2-5.

(D) Totals may not equal due to rounding.

As shown in Table 5-5, the proposed Project's maximum daily unmitigated operational emissions would be below the SCAQMD's regional pollutant thresholds for all pollutants. Therefore, the construction

of the proposed Project would not generate operations-related emissions that exceed SCAQMD CEQA thresholds.

5.4 CUMULATIVE INCREASE IN REGULATED NONATTAINMENT POLLUTANTS

The Basin is currently designated non-attainment for State and/or federal standards for ozone, $PM_{10,}$ and $PM_{2.5}$ (see Table 2-3). As discussed in Section 5.3, the proposed Project would not result in construction or operational emissions of criteria air pollutants that exceed SCAQMD thresholds of significance. In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since the proposed Project would not individually exceed any SCAQMD CEQA significance thresholds, it would not result in a cumulatively considerable increase in regulated, nonattainment pollutants.

5.5 SENSITIVE RECEPTORS AND SUBSTANTIAL POLLUTANT CONCENTRATIONS

The proposed Project would generate both short-term construction emissions and long-term operational emissions that could impact sensitive residential receptors located near the Project; however, as described in more detail below, the proposed Project would not generate short-term or long-term emissions that exceed SCAQMD-recommended localized significance thresholds or result in other substantial pollutant concentrations.

5.5.1 Localized Significance Thresholds Analysis

Construction Emissions

The proposed Project's maximum daily construction emissions are compared against the SCAQMD's-recommended LSTs in Table 5-6. The LSTs are for SRA 9 (East San Gabriel Valley) in which the proposed Project is located. The LSTs presented in Table 5-6 are based on the use of three (3) rubber tired dozers during the site preparation phase[3] and a receptor distance of approximately 115 feet (approximately 35 meters). Since the SCAQMD LSTs are presented for varying receptor distances (i.e., 25 meters, 50 meters, 100 meters, etc.) and one-, two-, and five-acre sizes, the LSTs presented in Table 5-6 reflect interpolated values based on a maximum of 1.5 acres disturbed per eight-hour workday at a receptor distance of 35 meters.

[3] Per the SCAQMD "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds", each rubber tired dozer is presumed to disturb a maximum of 0.5 acres per 8-hr work day; three (3) rubber tired dozers would result in a maximum of 1.5 acres graded per eight-hour workday (SCAQMD 2016c).

Table 5-6: Construction Emissions Localized Significance Thresholds Analysis				
Construction Phase[B]	Maximum On-Site Pollutant Emissions (lbs/day)[A]			
	NOx	CO	PM_{10}	$PM_{2.5}$
Demolition	33.2	21.8	1.9	1.6
Site Preparation	42.4	21.5	7.0	4.6
Grading	26.4	16.1	2.9	2.1
Building Construction 2020	19.2	16.8	1.1	1.1
Building Construction 2021	17.4	16.6	1.0	0.9
Paving 2021	10.8	12.3	0.6	0.5
Paving 2022	9.5	12.2	0.5	0.5
Architectural Coating	1.4	1.8	0.1	0.1
SCAQMD LST Threshold[C]	116.9	926.3	10.8	4.7
Threshold Exceeded?	No	No	No	No

Source: MIG, 2018 (See Appendix A) and SCAQMD 2008, 2016c.

(A) Emissions estimated using CalEEMod, V 2016.3.2. Estimates are based on default model assumptions unless otherwise noted in this report. Estimates are based on the mitigated construction on-site emissions estimates reported by CalEEMod.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.

(C) LST threshold presented is an interpolated value based on 1.5-acre project size and 35-meter receptor distance.

As shown in Table 5-6, emissions from construction activities will not exceed the applicable SCAQMD construction LSTs for SRA 9.

Operational Emissions

The proposed Project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 5-7. The LSTs are for SRA 9 (East San Gabriel Valley) in which the proposed Project is located. The operational emissions from on-site area, energy, and mobile emissions sources were estimated against the SCAQMD's thresholds for a 2-acre project size, at a distance of 25 meters. These assumptions are considered to be conservative, since the proposed Project would be approximately 35 meters from the nearest residential sensitive receptor (i.e., more than 25 meters).

Table 5-7: Operational Emissions Localized Significance Thresholds Analysis				
Operational Emission Source[B]	Maximum On-Site Pollutant Emissions (lbs/day)[A]			
	NOx	CO	PM_{10}	$PM_{2.5}$
Area[C]	0.30	25.63	0.14	0.14
Energy	1.05	0.45	0.09	0.09
Mobile[D]	0.45	3.52	1.22	0.33
Total On-Site Emissions	1.8	29.6	1.45	0.56
SCAQMD LST Threshold[E]	128	953	2	2
Threshold Exceeded?	No	No	No	No

Source: MIG, 2018 (See Appendix A) and SCAQMD 2008, 2016c.

(A) Emissions estimated using CalEEMod, V 2016.3.2. Estimates are based on default model assumptions unless otherwise noted in this report.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.

(C) Area source emissions are from Table 5-5.

(D) Mobile source emissions are from Table 5-5. Total on-site mobile source emissions were presumed to be equal to 10% of total mobile emissions estimates.

(E) The LSTs are based on 2.0 acre project size and 25-meter receptor distance.

5.5.2 Carbon Monoxide Hot Spots

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near high volume intersections. Several screening procedures have been developed by air districts throughout the state to assess whether a project may result in a CO impact. For example, the Bay Area Air Quality Management District (BAAQMD) developed a screening threshold in 2010 which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis (BAAQMD, 2017 pg. 3-4). Additionally, the SCAQMD's 2003 AQMP and *1992 Federal Attainment Plan for Carbon Monoxide* demonstrated that CO levels were below the CAAQS at an intersection with a daily traffic volume of up to approximately 100,000 vehicles per day. According to the City's General Plan Circulation and Noise Elements, there are no roadways in the City that experience hourly volumes close to 44,000 vehicles or more or daily volumes of 100,000 vehicles or more. The proposed Project's would add a total of 1,390 vehicle trips to the roadway system and would not cause intersection volumes to exceed any daily (100,000) or hourly (44,000) screening vehicle volumes maintained by the SCAQMD and other regional air districts and, therefore, would not result in significant CO concentrations.

5.5.3 Toxic Air Contaminant Emissions / Health Risk Assessment

The proposed Project would have the potential to expose existing sensitive receptors present near the Project area to substantial pollutant concentrations during construction and operation. Construction activities associated with the proposed 127 Pomona Mixed-Use Project would have the potential to generate fugitive dust and emissions of DPM, a TAC, which could impact sensitive air quality receptors.

In addition, once operational, the proposed Project would result in the placement of new sensitive residential receptors within 500 feet of the I-210, an existing source of vehicle emissions located adjacent to the Project Area. Pursuant to the California Supreme Court's decision in *CBIA v. BAAQMD* (see Section

2.2.2), the following analysis evaluates whether the Proposed Project would exacerbate the existing health risks associated with I-210 vehicle emissions.

It is noted the City of Monrovia has policies that address the evaluation of existing conditions such as cancer risks and children's respiratory health, which are addressed below. The disclosure of these evaluations is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding the project as a whole. In its *CBIA v. BAAQMD* decision, the California Supreme Court noted CEQA allows a lead agency to include information of interest even if that information not evaluated for significance, because it is not an impact as defined by CEQA. Therefore, in addition to describing the impacts of the project on the environment, the analysis below discloses the effects of locating the proposed Project near a source of air emissions (i.e., the I-210) that can pose a health risk to future residents.

Construction Fugitive Dust and DPM Emissions

Construction activities associated with the proposed 127 Pomona Mixed-Use Project would result in demolition, site preparation, grading, and other activities that would generate fugitive dust; however, as shown in Tables 5-4 and 5-6, the total PM_{10} and $PM_{2.5}$ emissions generated during construction of the proposed Project would be below SCAQMD LST thresholds during demolition, site preparation, grading, and all other construction activities. The SCAQMD's LST thresholds represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State AAQS. Thus, since Project construction emissions would not exceed applicable LST thresholds, the Project would not expose sensitive receptors to substantial fugitive dust concentrations.

A portion of the PM_{10} and $PM_{2.5}$ emissions generated during construction of the 127 Pomona Mixed-Use Project (Table 5-4) would be DPM. DPM is a TAC that can potentially cause substantial adverse health risks at concentrations lower than the ambient air quality standards for PM_{10} and $PM_{2.5}$ set by the Federal and State CAA. Equipment with diesel engines would be used during all phases of the proposed Project's development, and some construction activities would occur as close as approximately 115 feet away from sensitive receptor locations (e.g., receptors across South Primrose Avenue and South Myrtle Avenue), although most construction activities on the interior of the proposed Project area would occur 250 feet or more from sensitive receptor locations.

The proposed 127 Pomona Mixed-Use Project construction activities would not expose nearby sensitive receptors to substantial levels of DPM that would pose a significant adverse health risk for several reasons. First, the proposed Project includes BMPs to reduce DPM from equipment idling, which would directly reduce the potential health risks at nearby sensitive receptor locations. Second, as shown in Figure 2-1 (on page 2-6), the prevailing daytime wind direction at the nearest meteorological station maintained by the SCAQMD, in Azusa (less than five miles east of the Project area), is from the west/southwest. Wind conditions at this location are considered representative of wind conditions at the Project area, meaning that DPM emissions generated by construction equipment would generally be pushed to the east/northeast, away from the closest sensitive residential receptors, and pollutants would quickly disperse over distance. Finally, potential long-term adverse health risks from DPM are evaluated assuming a constant exposure to

emissions over a 70-year lifetime, 24 hours a day, seven days a week, with increased risks generally associated with increased proximity to emissions sources. Since construction activities would only generate DPM emissions on an intermittent, short-term basis, DPM emissions from construction activities would be unlikely to result in adverse health effects to existing sensitive receptors that exceed the SCAQMD's significance criteria[4].

Exacerbated Health Risks Associated with Existing Sources of Emissions

Once operational, the 127 Pomona Mixed-Use Project would result in the placement of new sensitive residential receptors within 500 feet of the I-210, a local source of DPM emissions[5]. The current conceptual site plan for the 127 Pomona Mixed-Use Project includes a limited number of residential units that would directly front or be adjacent to Evergreen Avenue and the I-210; most units would be located on the interior of the site and this would provide some protection and shelter from emissions associated with the I-210.

The Monrovia General Plan Proposed Land Use and Circulation Elements EIR (City of Monrovia 2008), requires a health risk assessment (HRA) to determine the cancer risk to sensitive receptors for all residential projects located within 500 feet of I-210 (EIR Mitigation Measure AIR-F), as well as consideration of potential impacts to children's respiratory health for all residential projects located within 500 feet of I-210 (EIR Mitigation Measure AIR-G). Accordingly, these issues are disclosed and discussed below. However, pursuant to the California Supreme Court's decision in *CBIA v. BAAQMD*, both of these issues are considered to be the effects of the existing environment on the proposed Project and as such they are not considered CEQA impacts for the purposes of this EIR as long as Project conditions do not exacerbate adverse existing conditions.

Consistent with the City's 2008 Monrovia General Plan Proposed Land Use and Circulation Elements Update EIR, the City has completed an HRA to evaluate the potential health hazards to new residential receptors from the I-210 for a Specific Plan located less than 800 feet due west of the proposed 127 Pomona Mixed-Use Project (City of Monrovia, 2018). The results of the HRA prepared for the Specific Plan indicate that, in general, DPM concentrations from I-210 would be highest on the northern and western side of the proposed Project area. This is due to the proximity of the northern Project boundary to the I-210, as well as the assumed wind patterns at the site, which are predominantly from the west and southwest (and thus blow upwind pollutants to this part of the Project area). In general, the estimated cancer risks at a distance of approximately 100 feet from the edge of the closest I-210 travel lane ranged from 21.1 to 25.7, while risks approximately 300 to 400 feet from the edge of the closest travel lane ranged

[4] The SCAQMD has established the following thresholds of significance for TAC emissions: Maximum Incremental Cancer Risk ≥ 10 in 1 million; Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million); Chronic & Acute Hazard Index ≥ 1.0 (project increment).

[5] Gasoline and diesel-fueled vehicles travelling on the I-210 would emit other TACs besides DPM; however, these other TACs would be emitted in much lower quantities than DPM. In addition, the SCAQMD's Mates IV study continues to identify DPM as the primary contributor to mobile source risks estimates (see Section 2.1.8, "Sensitive Air Quality Receptors and Existing Regional Health Risks"). Accordingly, this anlaysis focuses on the risk from DPM emitted by vehicles travelling on the I-210 as an overall indicator of potential adverse health risks from mobile sources operating near the site.

from 7.5 to 10.2[6]. These risk levels are above the SCAQMD recommended carcinogenic risk thresholds (10 excess cancers per million population) by a factor of approximately 2.5 at worst case, but are considered conservative (likely to overestimate potential risks) for the following reasons:

1. The lifetime exposure for receptors modeled in the HRA began in the 3rd trimester and included full infant and early childhood exposure to modeled pollutant concentrations. Risks to adult receptors (receptors older than 16 at the time of initial exposure) were much lower (approximately 80% lower and less than the SCAQMD carcinogenic risk threshold).
2. The HRA estimated cancer risk based on near constant exposure to exterior pollutant concentrations at property line locations. Concentrations on interior of the property away from property line locations, where receptors would actually be located, were (but still generally above SCAQMD carcinogenic risk thresholds within 350 feet of the I-210).
3. The HRA did not take into account any reductions in PM that would be achieved by mechanically supplied air systems. Specifically, the 2019 amendments made to the California Building Standards Code, set to go into effect on January 1, 2020, would require high-rise multifamily dwellings within 500 feet of busy roadways (more than 100,000 ADT) to use HVAC systems and filters with a maximum efficiency rating value (MERV) of 13. MERV-13 filters can remove up to 90% of particles less than 10 microns in size, which would result in a corresponding reduction in exposure to PM10 and associated adverse health risks by 90%. While the California Building Standards code would require these HVAC systems to be appropriately designed and sized for individual dwelling units, the long-term air quality benefit and risk reduction realized by these enhanced filtration systems would be dependent in part, on individual owners and occupants of the each dwelling unit (due to system maintenance and filter replacement requirements). Nonetheless, less efficient filters, such as a MERV-8, can remove up to 70% of particles less than 10 microns in size, which would result in a corresponding reduction in exposure to PM10 and associated adverse health risks by 70%. A 70% reduction in modeled PM concentrations (i.e., indoor air quality levels) was found to reduce risks to levels below the SCAQMD threshold. Potential dwelling units would likely be occupied in a windows closed condition, with mechanical ventilation, to address I-210 and Metro Gold Line noise near the Project area, and thus mechanically supplied air systems with efficient filters would likely be in use in the Project area's dwelling units

For the reasons outlined above, it is reasonable to assume that most receptors would be exposed primarily to indoor air quality concentrations that would substantially lower potential adverse health risks from the I-210.

As described in Section 2.1.8, existing sensitive receptors are exposed to air pollution associated with motor vehicles travelling on the I-210, which lies adjacent to the Project Area. The proposed Project would not, however, significantly exacerbate I-210 vehicle emissions or potential adverse health risks

[6] The presented values reflect the maximum incremental cancer risk associated with I-210 emissions. Per the referenced HRA, the average annual DPM concentrations associated with these risks would not, at any point, result in chronic exposure levels that exceed SCAQMD risks for non-carcinogenic health effects (City of Monrovia 2018). The resulting average DPM concentration at all receptors within ¼ mile of the I-210 also would not exceed SCAQMD risks for population wide cancer burden. The proposed project would not exacerbate these less than significant impacts.

associated with these emissions. As shown in Table 5-5 and 5-7, the operation of the 127 Pomona Mixed-Use Project would not exceed any regional or local significance thresholds recommended for use by the SCAQMD. All emissions of ozone precursors and PM would be substantially below LST thresholds, and remaining emissions would be dispersed along vehicle travel routes, reducing the potential for the Project to exacerbate pollutant concentrations in any one area. Therefore, the proposed 127 Pomona Mixed-Use Project would not have the potential exacerbate potential adverse carcinogenic or non-carcinogenic health risks from the I-210.

Children's Respiratory Health

The presence of pollutants in ambient and indoor air, as well as other factors such as humidity level, can affect respiratory health by making it harder to breath, damaging tissue, and/or modifying symptoms of pre-existing conditions. Most pollutants can affect respiratory health (see Section 2.1.1). PM can pass through the throat and lungs and if small enough even enter the bloodstream. CO can reduce oxygen delivery to the body's organs. NO_X can inflame the respiratory tract. In particular, air pollutants, can trigger asthmatic responses.

According to the OEHHA CalEnviroScreen 3.0 report (2017a), asthma is a disease that affects the lungs and makes it hard to breathe. Symptoms include breathlessness, wheezing, coughing, and chest tightness. While the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor air pollutants, including PM, O_3, and DPM can trigger asthma attacks. Nearly three million Californians currently have asthma and about five million have had it at some point in their lives. Children, the elderly and low-income Californians suffer disproportionately from asthma. Asthma increases an individual's sensitivity to pollutants. Children living near major roadways and traffic corridors in California have been shown to suffer disproportionate rates of asthma, and DPM has been implicated as a potential cause of new-onset asthma.

The proposed Project would not substantially influence air quality conditions in the Project area. As discussed above and in Section 5.3, the proposed Project would not exceed SCAQMD-recommended thresholds for regional pollutants nor would it exceed SCAQMD-recommended thresholds for localized pollutants. As explained in Section 5.1, the SCAQMD's LST thresholds represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards. In developing the CAAQS and NAAQS, the U.S. EPA and CARB considered scientific evidence linking exposure to air pollutants to health risks, including asthma symptom exacerbation. Although each individual's health characteristics, environment, and pre-disposition to adverse respiratory health effects is different, compliance with the CAAQS and NAAQS is intended to protect the most sensitive individuals.

The proposed Project also would not place sensitive receptors, including children, in conditions that are associated with or have a high existing rate of adverse respiratory health effects. As described in Section 2.1.8, CalEnviroScreen data indicates the Project area's census tract is in the 38th percentile for asthma, meaning the asthma rate in this census tract is higher than 38% of the census tracts in the State (OEHHA 2018). In addition, CalEnviroScreen data indicates that the population for census tract contains is comprised of 14% children under the age of 10 (the state average is 13%). Additionally, data on the proportion of the population living with income less than twice the federal poverty level (66%) indicates that this census tract has moderate poverty. These factors indicate that adverse respiratory health is moderately prevalent in the census tract in which the proposed Project area is located, and that the existing conditions in the census tract are such that sensitive receptors, including children, are in area of moderate risk for adverse respiratory health effects. A recent HRA conducted less than 800 feet from the proposed Project

area predicted the I-210 results in annual average DPM concentrations of approximately 0.04 µg/m^3 at a distance of approximately 100 feet from the I-210 (City of Monrovia 2010). This modeled concentration is substantially less than the 5 µg/m^3 chronic REL established for DPM. The chronic REL for DPM is based, in part, on the U.S. EPA's 2002 Health Assessment Document for Diesel Engine Exhaust (U.S. EPA 2002). The primary means of exposure to DPM is via the respiratory system and thus the U.S. EPA's assessment of DPM established an inhalation reference concentration based upon long-term data, defined as (page 9-18), "an estimate of a continuous inhalation exposure to the human population, including sensitive subgroups, with uncertainty spanning perhaps an order of magnitude, that is likely to be without appreciable risks of deleterious noncancer effects during a lifetime. The [inhalation reference concentration] methodology assumes that there is an exposure threshold below which effects will not occur." The maximum annual average concentration that Project receptors would be exposed to would be less than 1% of the annual average concentration established to be protective of non-carcinogenic risks to humans. Acute (1-hour) concentrations of pollutants can be 3 to 10 times higher than annual average concentrations; however, even at a factor of 10, potential DPM concentrations would be substantially less than the chronic REL established for DPM.

As described above, the proposed Project would not substantially change existing air quality conditions and would expose new receptors to annual average concentrations of DPM that are less than 1% of the concentration established by the U.S. EPA to be protective of the human population. Although localized concentrations of DPM and other air pollutants may, depending on individual susceptibility and other factors outside the scope of this EIR (e.g., humidity, individual activities such as cooking that lead to indoor air pollution, etc.) may trigger asthmatic or other adverse respiratory system responses, the proposed Project is not anticipated to substantially exacerbate these risks.

5.6 ODORS

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed Project would result in the construction of a new mixed-use development that could generate odors related to vehicle parking and refuse collection (e.g., oils, lubricants, fuel vapors, short-term waste odors). These activities would not generate sustained odors that would affect substantial numbers of people or the sensitive residential receptors located 115 feet west of the Project site.

6 GREENHOUSE GAS IMPACT ANALYSIS

This chapter evaluates the GHG impacts that could result from implementation of the proposed 127 Pomona Avenue Mixed-Use Project. Unlike air quality, which is influenced by local and regional factors and is therefore considered on the local or regional scale, the effects of global climate change are the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable.

6.1 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the proposed Project could result in potentially significant GHG impacts if it would:

- Generate GHG emission, either directly or indirectly, that may have a significant impact on the environment or;
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG; or

To date, the SCAQMD has not adopted a numerical threshold for determining the significance of GHG emissions in the Basin; however, to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened a GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. In December, 2008, the SCAQMD Governing Board adopted a GHG significance threshold of 10,000 MTCO2e for industrial projects where the SCAQMD is lead agency; however, the City would be the lead agency for the proposed Project. The SCAQMD has not formally adopted GHG thresholds for local lead agency consideration; however, to date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010. At this last meeting, SCAQMD presented their proposed GHG thresholds for use by local lead agencies. The proposed thresholds are tiered as follows:

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
  - 3,000 MTCO2e/year for all land use types; or
  - 3,500 MTCO2e/year for residential; 1,400 MTCO2e/year for commercial; 3,000 MTCO2e/year for mixed-use projects.
- Tier 4 has three options for projects that exceed the screening values identified in Tier 3:
  - Option 1: Reduce emissions from business as usual by a certain percentage (currently undefined)
  - Option 2: Early implementation of applicable AB 32 Scoping Measures
  - Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 MTCO2e/year/SP in 2020 and 4.1 MTCO2e/year/SP by 2035. For project-level

analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 MTCO2e/year/SP for the 2020 and 2035 calendar years, respectively.

- Tier 5 involves mitigation offsets to achieve a specific significance threshold.

The SCAQMD's draft proposed threshold use Executive Order S-3-05 goal as the basis for the Tier 3 screening levels. Achieving the objectives of Executive Order would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, stabilizing global climate change. Specifically, the Tier 3 screening levels are based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects would be subject to a CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures. This capture rate sets the emission threshold low enough to capture a substantial fraction of future projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions.

To determine whether the proposed Project's GHG emissions could significantly impact the environment, this analysis uses the SCAQMD's draft local agency Tier 3 threshold of 3,000 MTCO2e per year for mixed-use projects.

6.2 GHG EMISSIONS

The proposed Project would generate GHG emissions from both short-term construction and long-term operational activities. As described in more detail below, the proposed Project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds.

Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the Project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the Project is decommissioned. Accordingly, the SCAQMD recommends amortizing construction GHG emissions over a 30-year period and including with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. GHG emissions from construction of the proposed Project were estimated using CalEEMod, Version 2016.3.2, based on the anticipated construction schedule and construction activities described in Section 5.3.1. The proposed Project's total construction emissions, as estimated using CalEEMod V.2016.3.2, are shown in Table 6-1.

Table 6-1: Project Construction GHG Emissions				
Source	Annual GHG Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	TOTAL $MTCO_2e$
2020	1,114.4	0.14	0.11	1,151.1
2021	820.5	0.09	0.08	847.3
2022	20.4	0.00	0.00	21.1
Total(A)	1,955.4	0.23	0.20	2,019.5
Amortized GHG Estimate(B)	65.2	0.01	0.01	67.3

Source: MIG, 2018 (see Appendix A)

(A) Totals may not equal due to rounding.

(B) Emissions are amortized over the life of the Project, which is presumed to be 30 years.

Once operational, the proposed 127 Pomona Mixed-Use Project would generate emissions of GHGs from area, energy, stationary, mobile, water/wastewater, and solid waste sources. The net change in emissions of GHG that would occur with implementation of the 127 Pomona Mixed-Use Project was modeled using CalEEMod, Version 2016.3.2. The operational emissions were modeled based on the Project's first full year of operation (2023), using default data assumptions provided by CalEEMod, with the following Project-specific modifications listed in Section 5.3.2 and below:

- Mobile Sources. As described in Section 3.2.2, CalEEMod does not estimate N_2O emissions from on-road vehicle travel or off-road construction sources. CalEEMod also does not take into account GHG reductions that will occur under the State's Low Carbon Fuel Standard (LCFS, see Section 3.4.2). To account for this, CalEEMod emissions estimates were adjusted to include N2O emissions (see Section 3.2.2) and to reduce CO_2 emissions by 10% (to reflect the reduction in carbon intensity that would be achieved under the LCFS program by Year 2023).
- Energy use and consumption: As described in Section 3.2.2, CalEEMod default GHG intensity values for SCE are out of date and do not include reductions in GHG intensity that would be achieved under the State's Renewable Portfolio Standard (RPS, see Section 3.4.2). To account for this, the CalEEMod default SCE GHG intensity value was reduced based on an increase in renewable energy mix from 20% under estimated Year 2012 conditions to 41.1% under Year 2023 conditions. This adjustment reduced the estimated amount of CO_2 produced by the PG&E energy mix from approximately 702 pounds/megawatt-hour (mWh) to 422 pounds/mWh.

The proposed Project's net increase in GHG emissions, as estimated using CalEEMod V.2016.3.2, are shown in Table 6-2.

Table 6-2: Project Operational GHG Emissions (Net Change)			
Emission Source	GHG Emissions (MTCO2e / Year)		
	Existing(A)	Proposed	Net Change
Area	0.0	5.4	+5.4
Energy	254.9	1,307.4	+1,052.5
Mobile(B)	151.3	1,536.1	+1,385.2
Stationary	0.0	0.0	+0.0
Waste	21.7	23.2	+1.5
Water	44.8	208.7	+163.9
Amortized Construction	0.0	67.3	67.3
Total(C)	472.7	3,080.8	2,608.4
SCAQMD Tier 3 Screening Threshold	–	–	3,000
SCAQMD Tier 3 Threshold Exceeded?	–	–	No

Source: MIG 2018 (see Appendix C).

(A) See Table 3-3 for existing GHG emissions in the Project area.

(B) CalEEMod 2016.3.2 does not incorporate GHG emissions reductions resulting from the State's LCFS. Although LCFS largely reduces GHG from upstream fuel processing (and not individual tailpipes) the aggregate effect on transportation fuels is a reduction in GHG emissions throughout the state from lower fuel carbon content, including from the combustion of fuels in motor vehicles. Accordingly, this EIR analysis reduces transportation combustion emissions pursuant to LCFS requirements. Based on the latest estimate available from CARB, the LCFS regulation resulted in a 2.5% reduction in average carbon intensity content in 2016 and should result in a 5% reduction in average carbon intensity in 2018. The current LCFS regulation also requires a 10% reduction in average carbon intensity by 2023. Thus, CalEEMod transportation emissions were adjusted by multiplying by a factor of .925 (existing conditions) and 0.90 (proposed Project) to account for the LCFS regulation (CARB 2018a, 2018b).

(C) Totals may not equal due to rounding.

As shown in Table 6-2, the proposed Project's potential increase in GHG emissions would be below the SCAQMD's latest interim guidance and recommendation for GHG significance thresholds for mixed-use land uses (3,000 $MTCO_2e$).

The SCAQMD's interim 3,000 $MTCO_2e$ threshold was developed in 2010, and is intended to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation in place at the time to reduce statewide GHG emissions (e.g., AB 32, SB 375, etc.). Since the proposed Project would be operational in 2023 (i.e., after 2020), it may not be necessarily appropriate to evaluate the significance of the proposed Project's GHG emissions against the SCAQMD's 3,000 $MTCO_2e$ threshold, although this threshold does provide useful context for the City in determining the significance of the project's GHG emissions. For example, presuming a 40% reduction in the SCAQMD's existing CEQA thresholds is necessary to achieve the State's 2030 GHG reduction goal (which is a 40% reduction below 1990 GHG emissions levels), a threshold of 2,640 $MTCO_2e$ may be more appropriate for

use in evaluating the project's long-term emissions in Year 2023[7]. As shown in Table 6-2, the proposed Project's GHG emissions would also be below this adjusted threshold[8]. Therefore, the proposed Project would not generate GHG emissions that have the potential to exceed SCAQMD thresholds.

The SCAQMD's interim thresholds, in general, establish a performance standard and GHG reduction objective that will ultimately contribute to reducing GHG emissions and stabilize climate change consistent with the long term goal contained in Executive Order S-3-05 (to reduce GHG emissions to 80 percent below 1990 levels by 2050). Thus, projects that meet the SCAQMD's current interim thresholds would not interfere with the state's 2030 and 2050 GHG reduction targets. Currently, estimated GHG reductions necessary to achieve current state GHG reduction goas are addressed via regulatory requirements at the state level, which the proposed Project would be required to comply with. As shown in Table 6-2, vehicle trips account for the majority of the proposed Project's increase in GHG emissions. GHG emissions from vehicles would continue to be reduced over time as individual vehicles are retired and replaced with more efficient vehicles and electric or other alternatively-fueled, low or zero emission vehicles. The proposed Project would support this by providing 5% of the total on-site parking provided to clean air vehicles, including hybrids, EVs, and PHEVs.

6.3 CONSISTENCY WITH GHG REDUCTION PLANS

The proposed Project would not conflict with CARB's Scoping Plan, the regional SCS, the City's General Plan, or the City's Energy Plan. The Project's consistency with these plans is described in more detail below.

6.3.1 CARB Scoping Plan

As discussed under Section 3.4.2, the 2017 Climate Change Scoping Plan is CARB's primary document used to ensure State GHG reduction goals are met. The plan identifies an increasing need for coordination among State, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. The major elements of the 2017 Climate Change Scoping Plan, which is designed to achieve the State's 2030 GHG reduction goal, are listed in Section 3.4.2. Nearly all of the specific measures identified in the 2017 Climate Change Scoping Plan would be implemented at the state level, with CARB and/or another state or regional agency having the primary responsibility for achieving required GHG reductions. The proposed Project, therefore, would not directly conflict with any of the specific measure identified in the 2017 Climate Change Scoping Plan.

6.3.2 Southern California Association of Governments RTP/SCS

As described in Section 3.4.2, the 2016 RTP/SCS is a growth strategy and transportation plan whose primary intent is to demonstrate how the SCAG region will meet its GHG reduction target through

[7] This estimate reflects a 40% reduction from the SCAQMD's existing 3,000 $MTCO_2e$ threshold, calculated as: 3,000-(3*((3000-(3,000*0.6))/10)) =2,640.

[8] The City is not adopting nor proposing to use 2,640 $MTCO_2e$ per year as a CEQA GHG threshold for general use; rather, it is only intended as important information and context for the GHG evaluation contained in this IS.

the year 2040. Many of the measures included in the RTP/SCS are focused on: the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.); planning growth around livable corridors; and locating new housing and job growth in high quality transit areas. The implementation of the proposed 127 Pomona Mixed-Use Project would support these goals, because it (1) results in and encourages infill development and/or involves the revitalization of already developed areas, (2) has existing, supporting transit infrastructure and enhances the use of this infrastructure (the Monrovia Metro Station is a 0.1-mile walk to the south of the Project boundary), and (3) encourages the use of non-vehicular modes of transportation.

Under California law, SCAG is required to implement strategies that reduce per capita GHG emissions in the region by eight percent by 2020—compared with 2005 levels—and by 19 percent by 2035 (CARB, 2018c). The implementation of the proposed 127 Pomona Mixed-Use Project would result in transit oriented development, support the use of mass transit, and result in vehicle trips that are approximately 20% lower than standard values due to the proximity of the Monrovia Metro station,. Therefore, the proposed Project would not conflict with the SCAG 2016 RTP/SCS.

6.3.3 City of Monrovia Energy Action Plan

The City of Monrovia, along with Southern California Edison and Intergy Corporation, has implemented an Energy Action Plan that contains goals and specific actions to ensure that sufficient, dependable, and reasonably-priced electrical power and energy supplies are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for the city's consumers and taxpayers. The Energy Action Plan looks at self-generation and demand reduction strategies that can further offset the energy, water, and transportation needs for the city of Monrovia, including the use of renewable energy sources. Appendix A to the Energy Action Plan includes the City's environmental accords or actions; however, none of these actions are directly applicable to individual development projects. Rather, Appendix A to the Energy Action Plan primarily lists actions that apply to City equipment, electricity consumption, and GHG emissions sources, or which would be implemented on a City-wide basis.

7 REPORT PREPARERS AND REFERENCES

This report was prepared by MIG under contract to FRC Realty, Inc. This report reflects the independent, objective, professional opinion of MIG. The following individuals were involved in the preparation and review of this report:

MIG

Bob Prasse, Director of Environmental Services	1500 Iowa Avenue, Ste. 110
Chris Dugan, Director of Air Quality, GHG, and Noise Services	Riverside, CA 92507
Cameron Hile, Associate Analyst II	(951) 787-9222

7.1 REFERENCES

Bay Area Air Quality Management District (BAAQMD) 2017. *California Environmental Quality Act Air Quality Guidelines*. San Francisco, CA. June 2010, updated May 2017.

California Air Resources Board (CARB) 2007. *Staff Report California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit.* Sacramento, CA. November 16, 2007. <http://www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf>

_____2009a. "History of Sulfates Air Quality Standard" *California Ambient Air Quality Standards.* CARB, Air Quality Standards and Area Designations, Review of Ambient Air Quality Standards, California Ambient Air Quality Standards. November 24, 2009. Web. December 14, 2018. <http://www.arb.ca.gov/research/aaqs/caaqs/sulf-1/sulf-1.htm>

_____2009b. *Climate Change Scoping Plan – A Framework for Change*. Endorsed by ARB December 2008. Sacramento, CA. May 11, 2009. <http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>

_____2014. *First Update to the Climate Change Scoping Plan*. Sacramento, CA. May 2014

_____2016a. *Ambient Air Quality Standards.* Sacramento, CA. May 4, 2016. Available online at: <https://www.arb.ca.gov/research/aaqs/aaqs2.pdf>

_____2016b. *SIP Emission Projection Data, 2012 Estimated Annual Average Emissions, South Coast Air Basin.* Sacramento, CA. 2016.

_____2017. *2017 Climate Change Scoping Plan.* Sacramento, CA. November 2017.

_____2018a. *California Greenhouse Gas Emission by Scoping Plan Category (2017 Edition: 2000 to 2016).* Sacramento, CA. July 11, 2018.

_____2018b. *Greenhouse Gas Emission Inventory – Query Tool for years 2000 to 2016 (11th Edition).* <https://www.arb.ca.gov/app/ghg/2000_2016/ghg_sector.php> Accessed December 17, 2018.

_____2018c. *Greenhouse Gas Emission Inventory – Query Tool for years 2000 to 2016 (11th Edition).* <https://www.arb.ca.gov/app/ghg/2000_2016/ghg_sector.php> Accessed December 17, 2018.

_____2018d. Updated Final Staff Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets, Appendix A: MPO Target Recommendations and CARB Staff Recommendations. February 2018.

_____2018e. Staff Report: Initial Statement of Reasons for the Proposed Amendments to the Low Carbon Fuel Standard Regulation. Sacramento, CA. March, 2018.

_____2018f. *Draft Environmental Analysis Prepared for the Proposed Amendments to the Low Carbon Fuel Standard and the Alternative Diesel Fuels Regulation.* Sacramento, CA. March, 2018.

California Energy Commission (CEC) 2011. Integrate Energy Policy Report. Publication Number: CEC-100-2011-011-CMF. Accessed July 25, 2015. <http://www.energy.ca.gov/2014publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf>

_____2015a. Integrated Energy Policy Report. Publication Number: CEC-100-2015-001-CMF. Accessed September 26, 2017. <http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN212017_20160629T154354_2015_Integrated_Energy_Policy_Report_Small_File_Size.pdf>

_____2015b. "2016 Building Energy Efficiency Standards Adoption Hearing Presentation". June 10, 2015. Accessed April 17, 2017. <http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2015-06-10_hearing/2015-06-10_Adoption_Hearing_Presentation.pdf>

_____2017a. *California Energy Commission – Tracking Progress*. "Renewable Energy – Overview." Updated August 2017.

_____2017b. "Electricity Consumption by County". <http://ecdms.energy.ca.gov/elecbycounty.aspx>

_____2017c. "Natural Gas Consumption by County". <http://ecdms.energy.ca.gov/gasbycounty.aspx>

California Natural Resources Agency (CNRA) 2009. *California Climate Adaptation Strategy.* Sacramento, CA. 2009.

City of Monrovia 2008. *Monrovia General Plan Proposed Land Use and Circulation Elements SCH No. 2007021135.* City of Monrovia. January 2008.

_____2008. *Energy Action Plan.* City of Monrovia. June 2008.

_____2017. *Cumulative Project List – Land Development Projects*. Monrovia, December 2017.

Humphreys and Partners Architects 2018. *West Pomona Transit District Floor Plans and Data Update*. Dallas, TX. November 5, 2018.

Linscott, Law, and Greenspan 2018. *Transportation Impact Study 12 West Pomona Project City of Monrovia, California.* Pasadena, CA. November 9, 2018.

National Oceanic and Atmospheric Administration (NOAA) 2017. "Recent Monthly Average Mauna Loa CO_2." *Trends in Atmospheric Carbon Dioxide*. NOAA, Earth System Research Laboratory, Global Monitoring Division. November 5, 2018. Web. December 14, 2018. <http://www.esrl.noaa.gov/gmd/ccgg/trends/>

Office of Environmental Health Hazard Assessment (OEHHA) 2015. *Air Toxics Hot Spots Program Guidance Manual*. Sacramento, CA. February 2015.

_____2017a. CalEnviroScreen 3,0 Report. January 2017.

_____2017b, *Disadvantaged Communities Map.* June 2017. Available online at: <https://oehha.ca.gov/calenviroscreen/sb535>

_____2018. *CalEnviroScreen 3.0 Map.* June 2018. Available online at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Peninsula Corridor Joint Powers Board 2015. *Peninsula Corridor Electrification Project Final Environmental Impact Report.* San Carlos, CA. January 2015

South Coast Air Quality Management District (SCAQMD) 2003. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution.* Diamond Bar, CA. August 2003.

_____2008. *Final Localized Significance Threshold Methodology*. Diamond Bar, CA. 2008. Available online at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>

_____2010. *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*. Diamond Bar, CA. September 28, 2010. Available online at: < http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf>

_____2014. *2014 Air Quality South Coast Air Quality Management District.* Diamond Bar, CA. 2014.

_____2015a. *2015 Air Quality South Coast Air Quality Management District.* Diamond Bar, CA. 2015.

_____2015b. *SCAQMD Air Quality Significance Threshold*s. Diamond Bar, CA. March 2015. Available online at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

_____2015c. Multiple Air Toxics Exposure Study IV (MATES IV). Available online at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7>

_____2016a. *NAAQS and CAAQS Attainment Status for South Coast Air Basin*. Diamond Bar, CA. February 2016. Available online at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2>

_____2016b. *Draft 2016 Air Quality South Coast Air Quality Management District.* Diamond Bar, CA. 2016.

_____2016c. *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.* Diamond Bar, CA. February 2016. Available online at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2>

_____2017. *Final 2016 Air Quality Management Plan*. Diamond Bar, CA. March 2017.

_____2018. "Air Quality Analysis Handbook." *Air Quality Analysis Handbook.* SCAQMD, Regulations, CEQA. , n.d. Web. December 14, 2018. <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>

_____2018a-c. Historical Data by Year for 2014, 2015, and 2016. <http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year>

_____2018d. *Mates IV Estimated Risk.* Web. 2018. Available online at: <https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>

_____2018e. *Meteorological Stations and Years of Meteorological Data Available.* Web 2018. Available online at: <https://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/aermod-table-1>

Southern California Association of Governments (SCAG) 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).* Adopted April 7, 2016.

Southern California Edison (SCE) 2016. “Corporate Responsibility and Sustainability Report.” Rosemead, CA. 2016. <https://www.edison.com/content/dam/eix/documents/investors/corporate_responsibility/2016-eix-corporate-responsibility-and-sustainability-report.pdf>

U.S. Census Bureau 2017. *Quick Facts Monrovia City, California – Population Estimates.* <https://www.census.gov/quickfacts/fact/table/monroviacitycalifornia/PST045217> July 1, 2017. Accessed July 2018.

United States Environmental Protection Agency (U.S. EPA) 2002. *Health Assessment Document for Diesel Engine Exhaust*. Washington, D.C. May 2002.

_____2016a. "Particulate Matter (PM) Basics." U.S. EPA, Environmental Topics [Air], Particulate Matter (PM), What is PM, and how does it get into the air?. September 12, 2016. Web. December 14, 2018. <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics#PM>

_____2016b. "Carbon Monoxide (CO) Pollution in Outdoor Air." U.S. EPA, Environmental Topics [Air], Carbon Monoxide (CO), What is CO?. September 12, 2016. Web. December 14, 2018. <https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution#What%20is%20CO>

_____2016c. "Basic Information About NO_2." U.S. EPA, Environmental Topics [Air], Nitrogen Dioxide (NO_2), What is NO_2, and how does it get into the air? September 8, 2016. Web. December 14, 2018. <https://www.epa.gov/no2-pollution/basic-information-about-no2#What%20is%20NO2>

_____2016d. "Sulfur Dioxide Basics." U.S. EPA, Environmental Topics [Air], Sulfur Dioxide (SO_2), What is SO_2, and how does it get into the air? August 16, 2016. Web. December 14, 2018. <https://www.epa.gov/so2-pollution/sulfur-dioxide-basics#what%20is%20so2>

_____2017a. "Ozone Basics." U.S. EPA, Environmental Topics [Air], Ground Level Ozone, What is “good”” versus “bad” ozone. April 5, 2017. Web. December 14, 2018. <https://www.epa.gov/ozone-pollution/ozone-basics#what%20where%20how>

_____2017b. "Basic Information About Lead Air Pollution." U.S. EPA, Environmental Topics [Air], Lead, How does lead get in the air? March 17, 2017. Web. December 14, 2018. <https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution#how>

APPENDIX A: CalEEMod Output Files

This page intentionally left blank.

127 Pomona Mixed Use Project Existing Conditons

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	18.94	1000sqft	0.22	18,940.00	0
General Light Industry	20.52	1000sqft	0.24	20,520.00	0
Other Asphalt Surfaces	99.00		1.37	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

127 Pomona Mixed Use Project Existing Conditons - South Coast Air Basin, Summer

Project Characteristics -

Land Use - KSF=Ground Floor Footage x 2

Construction Phase - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Grading - Existing Conditions. No Construction.

Vehicle Trips - Per TIA

Energy Use - Adjusted Energy Use to Reflect Pre-2008 Building Construction.

Water And Wastewater - No Outdoor Water Use.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblEnergyUse	LightingElect	3.10	4.34
tblEnergyUse	LightingElect	3.77	5.28
tblEnergyUse	LightingElect	0.35	0.49
tblEnergyUse	NT24E	5.75	8.05

tblEnergyUse	NT24E	4.62	6.47
tblEnergyUse	NT24NG	4.45	6.23
tblEnergyUse	NT24NG	0.39	0.55
tblEnergyUse	T24E	2.25	3.15
tblEnergyUse	T24E	4.60	6.44
tblEnergyUse	T24NG	13.65	19.11
tblEnergyUse	T24NG	10.02	14.03
tblLandUse	LandUseSquareFeet	39,600.00	60,000.00
tblLandUse	LotAcreage	0.43	0.22
tblLandUse	LotAcreage	0.47	0.24
tblLandUse	LotAcreage	0.89	1.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	13.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	13.00
tblVehicleTrips	WD_TR	6.97	2.91
tblVehicleTrips	WD_TR	11.03	2.91
tblWater	OutdoorWaterUseRate	2,063,202.15	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					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	1.1700e-003	0.0000	0.0000	1.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0189	0.0000	0.0000	0.0179	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0189**	**0.0000**	**0.0000**	**0.0179**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	1.1700e-003	0.0000	0.0000	1.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0189	0.0000	0.0000	0.0179	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0189**	**0.0000**	**0.0000**	**0.0179**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Energy	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315
Mobile	0.2423	1.2088	3.4575	0.0119	0.9394	0.0116	0.9510	0.2513	0.0109	0.2622		1,203.7450	1,203.7450	0.0588		1,205.2140
Total	**1.1746**	**1.4228**	**3.6514**	**0.0131**	**0.9394**	**0.0279**	**0.9673**	**0.2513**	**0.0272**	**0.2785**		**1,460.3819**	**1,460.3819**	**0.0638**	**4.7000e-003**	**1,463.3778**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Energy	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315
Mobile	0.2423	1.2088	3.4575	0.0119	0.9394	0.0116	0.9510	0.2513	0.0109	0.2622		1,203.7450	1,203.7450	0.0588		1,205.2140
Total	**1.1746**	**1.4228**	**3.6514**	**0.0131**	**0.9394**	**0.0279**	**0.9673**	**0.2513**	**0.0272**	**0.2785**		**1,460.3819**	**1,460.3819**	**0.0638**	**4.7000e-003**	**1,463.3778**

	ROG	NOx	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	Demolition	Demolition	12/13/2018	12/12/2018	5	0	
2	Site Preparation	Site Preparation	1/10/2019	1/9/2019	5	0	
3	Grading	Grading	1/12/2019	1/11/2019	5	0	
4	Building Construction	Building Construction	1/18/2019	1/17/2019	5	0	
5	Paving	Paving	10/25/2019	10/24/2019	5	0	
6	Architectural Coating	Architectural Coating	11/8/2019	11/7/2019	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.37

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,190; Non-Residential Outdoor: 19,730; Striped Parking Area: 3,648 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Cranes	0	6.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	0	6.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	40.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2018

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

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

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Mitigated Construction Off-Site

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

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

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

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2019

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2019

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2423	1.2088	3.4575	0.0119	0.9394	0.0116	0.9510	0.2513	0.0109	0.2622		1,203.7450	1,203.7450	0.0588		1,205.2140
Unmitigated	0.2423	1.2088	3.4575	0.0119	0.9394	0.0116	0.9510	0.2513	0.0109	0.2622		1,203.7450	1,203.7450	0.0588		1,205.2140

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	59.71	27.09	13.95	214,839	214,839
General Office Building	55.12	46.59	19.89	157,417	157,417
Parking Lot	0.00	0.00	0.00		
Total	114.83	73.68	33.84	372,256	372,256

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
General Office Building	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Parking Lot	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315
NaturalGas Unmitigated	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315

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					
General Light Industry	1424.59	0.0154	0.1397	0.1173	8.4000e-004		0.0106	0.0106		0.0106	0.0106		167.5993	167.5993	3.2100e-003	3.0700e-003	168.5953
General Office Building	756.562	8.1600e-003	0.0742	0.0623	4.5000e-004		5.6400e-003	5.6400e-003		5.6400e-003	5.6400e-003		89.0073	89.0073	1.7100e-003	1.6300e-003	89.5362
Total		**0.0235**	**0.2138**	**0.1796**	**1.2900e-003**		**0.0163**	**0.0163**		**0.0163**	**0.0163**		**256.6066**	**256.6066**	**4.9200e-003**	**4.7000e-003**	**258.1315**

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					
General Light Industry	1.42459	0.0154	0.1397	0.1173	8.4000e-004		0.0106	0.0106		0.0106	0.0106		167.5993	167.5993	3.2100e-003	3.0700e-003	168.5953
General Office Building	0.756562	8.1600e-003	0.0742	0.0623	4.5000e-004		5.6400e-003	5.6400e-003		5.6400e-003	5.6400e-003		89.0073	89.0073	1.7100e-003	1.6300e-003	89.5362
Total		**0.0235**	**0.2138**	**0.1796**	**1.2900e-003**		**0.0163**	**0.0163**		**0.0163**	**0.0163**		**256.6066**	**256.6066**	**4.9200e-003**	**4.7000e-003**	**258.1315**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Unmitigated	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1049					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3400e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Total	**0.9088**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0303**	**0.0303**	**8.0000e-005**		**0.0323**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1049					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3400e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Total	**0.9088**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0303**	**0.0303**	**8.0000e-005**		**0.0323**

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

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

127 Pomona Mixed Use Project Existing Conditons

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	18.94	1000sqft	0.22	18,940.00	0
General Light Industry	20.52	1000sqft	0.24	20,520.00	0
Other Asphalt Surfaces	99.00		1.37	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

127 Pomona Mixed Use Project Existing Conditons - South Coast Air Basin, Winter

Project Characteristics -

Land Use - KSF=Ground Floor Footage x 2

Construction Phase - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Grading - Existing Conditions. No Construction.

Vehicle Trips - Per TIA

Energy Use - Adjusted Energy Use to Reflect Pre-2008 Building Construction.

Water And Wastewater - No Outdoor Water Use.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblEnergyUse	LightingElect	3.10	4.34
tblEnergyUse	LightingElect	3.77	5.28
tblEnergyUse	LightingElect	0.35	0.49
tblEnergyUse	NT24E	5.75	8.05

tblEnergyUse	NT24E	4.62	6.47
tblEnergyUse	NT24NG	4.45	6.23
tblEnergyUse	NT24NG	0.39	0.55
tblEnergyUse	T24E	2.25	3.15
tblEnergyUse	T24E	4.60	6.44
tblEnergyUse	T24NG	13.65	19.11
tblEnergyUse	T24NG	10.02	14.03
tblLandUse	LandUseSquareFeet	39,600.00	60,000.00
tblLandUse	LotAcreage	0.43	0.22
tblLandUse	LotAcreage	0.47	0.24
tblLandUse	LotAcreage	0.89	1.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	13.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	13.00
tblVehicleTrips	WD_TR	6.97	2.91
tblVehicleTrips	WD_TR	11.03	2.91
tblWater	OutdoorWaterUseRate	2,063,202.15	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					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	1.1700e-003	0.0000	0.0000	1.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0191	0.0000	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0191**	**0.0000**	**0.0000**	**0.0180**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	1.1700e-003	0.0000	0.0000	1.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0191	0.0000	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0191**	**0.0000**	**0.0000**	**0.0180**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Energy	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315
Mobile	0.2334	1.2424	3.2398	0.0112	0.9394	0.0117	0.9510	0.2513	0.0109	0.2623		1,142.2950	1,142.2950	0.0583		1,143.7535
Total	**1.1657**	**1.4564**	**3.4337**	**0.0125**	**0.9394**	**0.0280**	**0.9673**	**0.2513**	**0.0272**	**0.2786**		**1,398.9319**	**1,398.9319**	**0.0633**	**4.7000e-003**	**1,401.9174**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Energy	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315
Mobile	0.2334	1.2424	3.2398	0.0112	0.9394	0.0117	0.9510	0.2513	0.0109	0.2623		1,142.2950	1,142.2950	0.0583		1,143.7535
Total	**1.1657**	**1.4564**	**3.4337**	**0.0125**	**0.9394**	**0.0280**	**0.9673**	**0.2513**	**0.0272**	**0.2786**		**1,398.9319**	**1,398.9319**	**0.0633**	**4.7000e-003**	**1,401.9174**

	ROG	NOx	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	Demolition	Demolition	12/13/2018	12/12/2018	5	0	
2	Site Preparation	Site Preparation	1/10/2019	1/9/2019	5	0	
3	Grading	Grading	1/12/2019	1/11/2019	5	0	
4	Building Construction	Building Construction	1/18/2019	1/17/2019	5	0	
5	Paving	Paving	10/25/2019	10/24/2019	5	0	
6	Architectural Coating	Architectural Coating	11/8/2019	11/7/2019	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.37

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,190; Non-Residential Outdoor: 19,730; Striped Parking Area: 3,648 (Architectural Coating – sqft)

OffRoad Equipment

127 Pomona Mixed Use Project Existing Conditons - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Cranes	0	6.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	0	6.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	40.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2018

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

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

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Mitigated Construction Off-Site

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

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

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

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2019

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2019

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

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

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2334	1.2424	3.2398	0.0112	0.9394	0.0117	0.9510	0.2513	0.0109	0.2623		1,142.2950	1,142.2950	0.0583		1,143.7535
Unmitigated	0.2334	1.2424	3.2398	0.0112	0.9394	0.0117	0.9510	0.2513	0.0109	0.2623		1,142.2950	1,142.2950	0.0583		1,143.7535

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	59.71	27.09	13.95	214,839	214,839
General Office Building	55.12	46.59	19.89	157,417	157,417
Parking Lot	0.00	0.00	0.00		
Total	114.83	73.68	33.84	372,256	372,256

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
General Office Building	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Parking Lot	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315
NaturalGas Unmitigated	0.0235	0.2138	0.1796	1.2800e-003		0.0163	0.0163		0.0163	0.0163		256.6066	256.6066	4.9200e-003	4.7000e-003	258.1315

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					
General Light Industry	1424.59	0.0154	0.1397	0.1173	8.4000e-004		0.0106	0.0106		0.0106	0.0106		167.5993	167.5993	3.2100e-003	3.0700e-003	168.5953
General Office Building	756.562	8.1600e-003	0.0742	0.0623	4.5000e-004		5.6400e-003	5.6400e-003		5.6400e-003	5.6400e-003		89.0073	89.0073	1.7100e-003	1.6300e-003	89.5362
Total		**0.0235**	**0.2138**	**0.1796**	**1.2900e-003**		**0.0163**	**0.0163**		**0.0163**	**0.0163**		**256.6066**	**256.6066**	**4.9200e-003**	**4.7000e-003**	**258.1315**

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					
General Light Industry	1.42459	0.0154	0.1397	0.1173	8.4000e-004		0.0106	0.0106		0.0106	0.0106		167.5993	167.5993	3.2100e-003	3.0700e-003	168.5953
General Office Building	0.756562	8.1600e-003	0.0742	0.0623	4.5000e-004		5.6400e-003	5.6400e-003		5.6400e-003	5.6400e-003		89.0073	89.0073	1.7100e-003	1.6300e-003	89.5362
Total		**0.0235**	**0.2138**	**0.1796**	**1.2900e-003**		**0.0163**	**0.0163**		**0.0163**	**0.0163**		**256.6066**	**256.6066**	**4.9200e-003**	**4.7000e-003**	**258.1315**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Unmitigated	0.9088	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1049					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3400e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Total	**0.9088**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0303**	**0.0303**	**8.0000e-005**		**0.0323**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1049					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8026					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3400e-003	1.3000e-004	0.0142	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0303	0.0303	8.0000e-005		0.0323
Total	**0.9088**	**1.3000e-004**	**0.0142**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0303**	**0.0303**	**8.0000e-005**		**0.0323**

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

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

127 Pomona Mixed Use Project Existing Conditons

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	18.94	1000sqft	0.22	18,940.00	0
General Light Industry	20.52	1000sqft	0.24	20,520.00	0
Other Asphalt Surfaces	99.00		1.37	60,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

127 Pomona Mixed Use Project Existing Conditons - South Coast Air Basin, Annual

Project Characteristics -

Land Use - KSF=Ground Floor Footage x 2

Construction Phase - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Off-road Equipment - Existing Conditions. No Construction.

Grading - Existing Conditions. No Construction.

Vehicle Trips - Per TIA

Energy Use - Adjusted Energy Use to Reflect Pre-2008 Building Construction.

Water And Wastewater - No Outdoor Water Use.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblEnergyUse	LightingElect	3.10	4.34
tblEnergyUse	LightingElect	3.77	5.28
tblEnergyUse	LightingElect	0.35	0.49
tblEnergyUse	NT24E	5.75	8.05

127 Pomona Mixed Use Project Existing Conditons - South Coast Air Basin, Annual

tblEnergyUse	NT24E	4.62	6.47
tblEnergyUse	NT24NG	4.45	6.23
tblEnergyUse	NT24NG	0.39	0.55
tblEnergyUse	T24E	2.25	3.15
tblEnergyUse	T24E	4.60	6.44
tblEnergyUse	T24NG	13.65	19.11
tblEnergyUse	T24NG	10.02	14.03
tblLandUse	LandUseSquareFeet	39,600.00	60,000.00
tblLandUse	LotAcreage	0.43	0.22
tblLandUse	LotAcreage	0.47	0.24
tblLandUse	LotAcreage	0.89	1.37
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	WorkerTripNumber	0.00	13.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	13.00
tblVehicleTrips	WD_TR	6.97	2.91
tblVehicleTrips	WD_TR	11.03	2.91
tblWater	OutdoorWaterUseRate	2,063,202.15	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1658	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4400e-003	3.4400e-003	1.0000e-005	0.0000	3.6700e-003
Energy	4.2900e-003	0.0390	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	253.8574	253.8574	9.5400e-003	2.5800e-003	254.8660
Mobile	0.0351	0.1945	0.5052	1.7500e-003	0.1414	1.7800e-003	0.1432	0.0379	1.6700e-003	0.0396	0.0000	160.9775	160.9775	8.0900e-003	0.0000	161.1798
Waste						0.0000	0.0000		0.0000	0.0000	8.7388	0.0000	8.7388	0.5165	0.0000	21.6499
Water						0.0000	0.0000		0.0000	0.0000	2.5734	33.6529	36.2263	0.2657	6.5300e-003	44.8144
Total	**0.2051**	**0.2336**	**0.5397**	**1.9800e-003**	**0.1414**	**4.7600e-003**	**0.1461**	**0.0379**	**4.6500e-003**	**0.0425**	**11.3122**	**448.4911**	**459.8033**	**0.7998**	**9.1100e-003**	**482.5138**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1658	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4400e-003	3.4400e-003	1.0000e-005	0.0000	3.6700e-003
Energy	4.2900e-003	0.0390	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	253.8574	253.8574	9.5400e-003	2.5800e-003	254.8660
Mobile	0.0351	0.1945	0.5052	1.7500e-003	0.1414	1.7800e-003	0.1432	0.0379	1.6700e-003	0.0396	0.0000	160.9775	160.9775	8.0900e-003	0.0000	161.1798
Waste						0.0000	0.0000		0.0000	0.0000	8.7388	0.0000	8.7388	0.5165	0.0000	21.6499
Water						0.0000	0.0000		0.0000	0.0000	2.5734	33.6529	36.2263	0.2657	6.5300e-003	44.8144
Total	**0.2051**	**0.2336**	**0.5397**	**1.9800e-003**	**0.1414**	**4.7600e-003**	**0.1461**	**0.0379**	**4.6500e-003**	**0.0425**	**11.3122**	**448.4911**	**459.8033**	**0.7998**	**9.1100e-003**	**482.5138**

	ROG	NOx	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

127 Pomona Mixed Use Project Existing Conditons - South Coast Air Basin, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/13/2018	12/12/2018	5	0	
2	Site Preparation	Site Preparation	1/10/2019	1/9/2019	5	0	
3	Grading	Grading	1/12/2019	1/11/2019	5	0	
4	Building Construction	Building Construction	1/18/2019	1/17/2019	5	0	
5	Paving	Paving	10/25/2019	10/24/2019	5	0	
6	Architectural Coating	Architectural Coating	11/8/2019	11/7/2019	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 1.37

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,190; Non-Residential Outdoor: 19,730; Striped Parking Area: 3,648 (Architectural Coating – sqft)

OffRoad Equipment

127 Pomona Mixed Use Project Existing Conditons - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Cranes	0	6.00	231	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	0	6.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	40.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0351	0.1945	0.5052	1.7500e-003	0.1414	1.7800e-003	0.1432	0.0379	1.6700e-003	0.0396	0.0000	160.9775	160.9775	8.0900e-003	0.0000	161.1798
Unmitigated	0.0351	0.1945	0.5052	1.7500e-003	0.1414	1.7800e-003	0.1432	0.0379	1.6700e-003	0.0396	0.0000	160.9775	160.9775	8.0900e-003	0.0000	161.1798

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	59.71	27.09	13.95	214,839	214,839
General Office Building	55.12	46.59	19.89	157,417	157,417
Parking Lot	0.00	0.00	0.00		
Total	114.83	73.68	33.84	372,256	372,256

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
General Office Building	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955
Parking Lot	0.550339	0.043800	0.200255	0.122233	0.016799	0.005871	0.020633	0.029727	0.002027	0.001932	0.004726	0.000704	0.000955

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	211.3733	211.3733	8.7300e-003	1.8100e-003	212.1295
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	211.3733	211.3733	8.7300e-003	1.8100e-003	212.1295
NaturalGas Mitigated	4.2900e-003	0.0390	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	42.4841	42.4841	8.1000e-004	7.8000e-004	42.7366
NaturalGas Unmitigated	4.2900e-003	0.0390	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	42.4841	42.4841	8.1000e-004	7.8000e-004	42.7366

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					
General Light Industry	519977	2.8000e-003	0.0255	0.0214	1.5000e-004		1.9400e-003	1.9400e-003		1.9400e-003	1.9400e-003	0.0000	27.7479	27.7479	5.3000e-004	5.1000e-004	27.9128
General Office Building	276145	1.4900e-003	0.0135	0.0114	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.7362	14.7362	2.8000e-004	2.7000e-004	14.8237
Total		**4.2900e-003**	**0.0390**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**	**0.0000**	**42.4841**	**42.4841**	**8.1000e-004**	**7.8000e-004**	**42.7366**

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					
General Light Industry	519977	2.8000e-003	0.0255	0.0214	1.5000e-004		1.9400e-003	1.9400e-003		1.9400e-003	1.9400e-003	0.0000	27.7479	27.7479	5.3000e-004	5.1000e-004	27.9128
General Office Building	276145	1.4900e-003	0.0135	0.0114	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.7362	14.7362	2.8000e-004	2.7000e-004	14.8237
Total		**4.2900e-003**	**0.0390**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**	**0.0000**	**42.4841**	**42.4841**	**8.1000e-004**	**7.8000e-004**	**42.7366**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	318881	101.6023	4.1900e-003	8.7000e-004	101.9657
General Office Building	344519	109.7710	4.5300e-003	9.4000e-004	110.1637
Total		**211.3733**	**8.7200e-003**	**1.8100e-003**	**212.1295**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	318881	101.6023	4.1900e-003	8.7000e-004	101.9657
General Office Building	344519	109.7710	4.5300e-003	9.4000e-004	110.1637
Total		**211.3733**	**8.7200e-003**	**1.8100e-003**	**212.1295**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1658	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4400e-003	3.4400e-003	1.0000e-005	0.0000	3.6700e-003
Unmitigated	0.1658	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4400e-003	3.4400e-003	1.0000e-005	0.0000	3.6700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0191					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4400e-003	3.4400e-003	1.0000e-005	0.0000	3.6700e-003
Total	**0.1658**	**2.0000e-005**	**1.7800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.4400e-003**	**3.4400e-003**	**1.0000e-005**	**0.0000**	**3.6700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0191					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4400e-003	3.4400e-003	1.0000e-005	0.0000	3.6700e-003
Total	**0.1658**	**2.0000e-005**	**1.7800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.4400e-003**	**3.4400e-003**	**1.0000e-005**	**0.0000**	**3.6700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	36.2263	0.2657	6.5300e-003	44.8144
Unmitigated	36.2263	0.2657	6.5300e-003	44.8144

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	4.74525 / 0	21.1924	0.1554	3.8200e-003	26.2164
General Office Building	3.36628 / 0	15.0339	0.1103	2.7100e-003	18.5979
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**36.2263**	**0.2657**	**6.5300e-003**	**44.8144**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	4.74525 / 0	21.1924	0.1554	3.8200e-003	26.2164
General Office Building	3.36628 / 0	15.0339	0.1103	2.7100e-003	18.5979
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**36.2263**	**0.2657**	**6.5300e-003**	**44.8144**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.7388	0.5165	0.0000	21.6499
Unmitigated	8.7388	0.5165	0.0000	21.6499

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	25.44	5.1641	0.3052	0.0000	12.7938
General Office Building	17.61	3.5747	0.2113	0.0000	8.8561
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.7388**	**0.5165**	**0.0000**	**21.6499**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	25.44	5.1641	0.3052	0.0000	12.7938
General Office Building	17.61	3.5747	0.2113	0.0000	8.8561
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.7388**	**0.5165**	**0.0000**	**21.6499**

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

127 Pomona Mixed Use Project Emissions

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	482.00	Space	1.80	200,000.00	0
Apartments Mid Rise	310.00	Dwelling Unit	1.57	223,294.00	887
Regional Shopping Center	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	386.48	**CH4 Intensity (lb/MWhr)**	0.52	**N2O Intensity (lb/MWhr)**	1.84

1.3 User Entered Comments & Non-Default Data

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Summer

Project Characteristics - Adjusted Intensities

Land Use - Per Site Plan

Construction Phase - 26 Month Construction Schedule

Demolition -

Grading - Per Grading Plan

Architectural Coating -

Vehicle Trips - Per Project TIA

Woodstoves - Per Regulations

Area Coating - SCAQMD Rule 1113

Energy Use - 2020 Standards

Solid Waste - AB341 Diversion Rate of 75%

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 Three Times Daily Watering. Replace Ground Cover 15% Reduction.

Fleet Mix - No Buses or Motor Homes

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	69
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	69
tblConstructionPhase	NumDays	5.00	40.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	230.00	390.00
tblConstructionPhase	NumDays	18.00	40.00

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Summer

tblConstructionPhase	NumDays	18.00	34.00
tblEnergyUse	T24E	252.63	118.74
tblFireplaces	NumberGas	263.50	0.00
tblFireplaces	NumberNoFireplace	31.00	310.00
tblFireplaces	NumberWood	15.50	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDA	0.55	0.59
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblGrading	AcresOfGrading	20.00	1.84
tblGrading	AcresOfGrading	0.00	1.84
tblGrading	MaterialExported	0.00	80,000.00
tblLandUse	LandUseSquareFeet	192,800.00	200,000.00

tblLandUse	LandUseSquareFeet	310,000.00	223,294.00
tblLandUse	LotAcreage	4.34	1.80
tblLandUse	LotAcreage	8.16	1.57
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.52
tblProjectCharacteristics	CO2IntensityFactor	702.44	386.48
tblProjectCharacteristics	N2OIntensityFactor	0.006	1.84
tblSolidWaste	SolidWasteGenerationRate	142.60	35.65
tblVehicleTrips	ST_TR	6.39	4.79
tblVehicleTrips	ST_TR	49.97	31.88
tblVehicleTrips	SU_TR	5.86	4.40
tblVehicleTrips	SU_TR	25.24	16.10
tblVehicleTrips	WD_TR	6.65	4.08
tblVehicleTrips	WD_TR	42.70	24.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.4860	96.0834	31.2256	0.2255	18.3162	2.1990	20.5152	9.9893	2.0230	12.0123	0.0000	24,104.0574	24,104.0574	2.4237	0.0000	24,164.6488
2021	3.3896	24.7905	29.7960	0.0786	3.9002	0.9976	4.8977	1.0442	0.9376	1.9818	0.0000	7,825.8061	7,825.8061	0.8223	0.0000	7,846.3647
2022	45.9046	9.5715	12.8885	0.0211	0.6930	0.4893	0.7797	0.1838	0.4518	0.5111	0.0000	2,018.5823	2,018.5823	0.5726	0.0000	2,032.8965
Maximum	**45.9046**	**96.0834**	**31.2256**	**0.2255**	**18.3162**	**2.1990**	**20.5152**	**9.9893**	**2.0230**	**12.0123**	**0.0000**	**24,104.0574**	**24,104.0574**	**2.4237**	**0.0000**	**24,164.6488**

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					
2020	4.4860	96.0834	31.2256	0.2255	6.1935	2.1990	7.6936	2.6715	2.0230	4.6945	0.0000	24,104.0574	24,104.0574	2.4237	0.0000	24,164.6488
2021	3.3896	24.7905	29.7960	0.0786	3.9002	0.9976	4.8977	1.0442	0.9376	1.9818	0.0000	7,825.8061	7,825.8061	0.8223	0.0000	7,846.3647
2022	45.9046	9.5715	12.8885	0.0211	0.6930	0.4893	0.7797	0.1838	0.4518	0.5111	0.0000	2,018.5823	2,018.5823	0.5726	0.0000	2,032.8965
Maximum	**45.9046**	**96.0834**	**31.2256**	**0.2255**	**6.1935**	**2.1990**	**7.6936**	**2.6715**	**2.0230**	**4.6945**	**0.0000**	**24,104.0574**	**24,104.0574**	**2.4237**	**0.0000**	**24,164.6488**

	ROG	NOx	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**	**52.92**	**0.00**	**48.95**	**65.24**	**0.00**	**50.45**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730
Energy	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093
Mobile	2.5911	4.5333	35.1834	0.1230	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		12,306.8936	12,306.8936	0.3297		12,315.1365
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.1796**	**5.8815**	**61.2646**	**0.1310**	**12.1317**	**0.3131**	**12.4448**	**3.2320**	**0.3066**	**3.5386**	**0.0000**	**13,696.8761**	**13,696.8761**	**0.4001**	**0.0246**	**13,714.2188**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730
Energy	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093
Mobile	2.5911	4.5333	35.1834	0.1230	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		12,306.8936	12,306.8936	0.3297		12,315.1365
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.1796**	**5.8815**	**61.2646**	**0.1310**	**12.1317**	**0.3131**	**12.4448**	**3.2320**	**0.3066**	**3.5386**	**0.0000**	**13,696.8761**	**13,696.8761**	**0.4001**	**0.0246**	**13,714.2188**

	ROG	NOx	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

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/28/2020	5	20	
2	Site Preparation	Site Preparation	1/29/2020	3/24/2020	5	40	
3	Grading	Grading	3/25/2020	5/19/2020	5	40	
4	Building Construction	Building Construction	5/20/2020	11/16/2021	5	390	
5	Paving	Paving	11/17/2021	1/11/2022	5	40	
6	Architectural Coating	Architectural Coating	1/12/2022	2/28/2022	5	34	

Acres of Grading (Site Preparation Phase): 1.84

Acres of Grading (Grading Phase): 1.84

Acres of Paving: 1.8

Residential Indoor: 452,170; Residential Outdoor: 150,723; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 12,000 (Architectural Coating – sqft)

OffRoad Equipment

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	91.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	10,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	310.00	68.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	62.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9844	0.0000	0.9844	0.1490	0.0000	0.1490			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.9844**	**1.6587**	**2.6431**	**0.1490**	**1.5419**	**1.6909**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0362	1.2677	0.2636	3.5300e-003	0.0795	4.1000e-003	0.0836	0.0218	3.9200e-003	0.0257		383.2919	383.2919	0.0271		383.9698
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.1035**	**1.3132**	**0.8750**	**5.2500e-003**	**0.2471**	**5.3800e-003**	**0.2525**	**0.0663**	**5.1000e-003**	**0.0713**		**554.8674**	**554.8674**	**0.0321**		**555.6688**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2594	0.0000	0.2594	0.0393	0.0000	0.0393			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.2594**	**1.6587**	**1.9181**	**0.0393**	**1.5419**	**1.5811**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0362	1.2677	0.2636	3.5300e-003	0.0795	4.1000e-003	0.0836	0.0218	3.9200e-003	0.0257		383.2919	383.2919	0.0271		383.9698
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.1035**	**1.3132**	**0.8750**	**5.2500e-003**	**0.2471**	**5.3800e-003**	**0.2525**	**0.0663**	**5.1000e-003**	**0.0713**		**554.8674**	**554.8674**	**0.0321**		**555.6688**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.1150	0.0000	18.1150	9.9360	0.0000	9.9360			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.1150**	**2.1974**	**20.3125**	**9.9360**	**2.0216**	**11.9576**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

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					4.7733	0.0000	4.7733	2.6181	0.0000	2.6181			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**4.7733**	**2.1974**	**6.9707**	**2.6181**	**2.0216**	**4.6397**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2971	0.0000	6.2971	3.3497	0.0000	3.3497			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**6.2971**	**1.2734**	**7.5705**	**3.3497**	**1.1716**	**4.5213**		**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.9899	69.6521	14.4840	0.1941	4.3665	0.2254	4.5919	1.1965	0.2156	1.4121		21,059.9969	21,059.9969	1.4897		21,097.2391
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**2.0572**	**69.6976**	**15.0954**	**0.1958**	**4.5342**	**0.2267**	**4.7609**	**1.2410**	**0.2168**	**1.4578**		**21,231.5723**	**21,231.5723**	**1.4946**		**21,268.9382**

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					1.6593	0.0000	1.6593	0.8827	0.0000	0.8827			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**1.6593**	**1.2734**	**2.9327**	**0.8827**	**1.1716**	**2.0542**	**0.0000**	**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.9899	69.6521	14.4840	0.1941	4.3665	0.2254	4.5919	1.1965	0.2156	1.4121		21,059.9969	21,059.9969	1.4897		21,097.2391
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**2.0572**	**69.6976**	**15.0954**	**0.1958**	**4.5342**	**0.2267**	**4.7609**	**1.2410**	**0.2168**	**1.4578**		**21,231.5723**	**21,231.5723**	**1.4946**		**21,268.9382**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2258	7.1619	1.7421	0.0174	0.4351	0.0355	0.4706	0.1253	0.0339	0.1592		1,854.9809	1,854.9809	0.1187		1,857.9492
Worker	1.3905	0.9400	12.6350	0.0356	3.4651	0.0264	3.4915	0.9190	0.0244	0.9433		3,545.8926	3,545.8926	0.1022		3,548.4473
Total	**1.6163**	**8.1019**	**14.3771**	**0.0530**	**3.9002**	**0.0619**	**3.9621**	**1.0442**	**0.0583**	**1.1025**		**5,400.8735**	**5,400.8735**	**0.2209**		**5,406.3965**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2258	7.1619	1.7421	0.0174	0.4351	0.0355	0.4706	0.1253	0.0339	0.1592		1,854.9809	1,854.9809	0.1187		1,857.9492
Worker	1.3905	0.9400	12.6350	0.0356	3.4651	0.0264	3.4915	0.9190	0.0244	0.9433		3,545.8926	3,545.8926	0.1022		3,548.4473
Total	**1.6163**	**8.1019**	**14.3771**	**0.0530**	**3.9002**	**0.0619**	**3.9621**	**1.0442**	**0.0583**	**1.1025**		**5,400.8735**	**5,400.8735**	**0.2209**		**5,406.3965**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	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**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1913	6.5122	1.5813	0.0172	0.4351	0.0133	0.4484	0.1253	0.0127	0.1380		1,841.0575	1,841.0575	0.1139		1,843.9037
Worker	1.2974	0.8462	11.6395	0.0344	3.4651	0.0256	3.4907	0.9190	0.0236	0.9426		3,431.3847	3,431.3847	0.0925		3,433.6968
Total	**1.4887**	**7.3584**	**13.2208**	**0.0516**	**3.9002**	**0.0389**	**3.9391**	**1.0442**	**0.0363**	**1.0805**		**5,272.4422**	**5,272.4422**	**0.2063**		**5,277.6004**

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**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1913	6.5122	1.5813	0.0172	0.4351	0.0133	0.4484	0.1253	0.0127	0.1380		1,841.0575	1,841.0575	0.1139		1,843.9037
Worker	1.2974	0.8462	11.6395	0.0344	3.4651	0.0256	3.4907	0.9190	0.0236	0.9426		3,431.3847	3,431.3847	0.0925		3,433.6968
Total	**1.4887**	**7.3584**	**13.2208**	**0.0516**	**3.9002**	**0.0389**	**3.9391**	**1.0442**	**0.0363**	**1.0805**		**5,272.4422**	**5,272.4422**	**0.2063**		**5,277.6004**

3.6 Paving - 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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0940**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**		**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0837	0.0546	0.7509	2.2200e-003	0.2236	1.6500e-003	0.2252	0.0593	1.5200e-003	0.0608		221.3797	221.3797	5.9700e-003		221.5288
Total	**0.0837**	**0.0546**	**0.7509**	**2.2200e-003**	**0.2236**	**1.6500e-003**	**0.2252**	**0.0593**	**1.5200e-003**	**0.0608**		**221.3797**	**221.3797**	**5.9700e-003**		**221.5288**

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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0940**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**	**0.0000**	**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0837	0.0546	0.7509	2.2200e-003	0.2236	1.6500e-003	0.2252	0.0593	1.5200e-003	0.0608		221.3797	221.3797	5.9700e-003		221.5288
Total	**0.0837**	**0.0546**	**0.7509**	**2.2200e-003**	**0.2236**	**1.6500e-003**	**0.2252**	**0.0593**	**1.5200e-003**	**0.0608**		**221.3797**	**221.3797**	**5.9700e-003**		**221.5288**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9765**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0785	0.0493	0.6944	2.1400e-003	0.2236	1.6100e-003	0.2252	0.0593	1.4800e-003	0.0608		213.4526	213.4526	5.3900e-003		213.5875
Total	**0.0785**	**0.0493**	**0.6944**	**2.1400e-003**	**0.2236**	**1.6100e-003**	**0.2252**	**0.0593**	**1.4800e-003**	**0.0608**		**213.4526**	**213.4526**	**5.3900e-003**		**213.5875**

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	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9765**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0785	0.0493	0.6944	2.1400e-003	0.2236	1.6100e-003	0.2252	0.0593	1.4800e-003	0.0608		213.4526	213.4526	5.3900e-003		213.5875
Total	**0.0785**	**0.0493**	**0.6944**	**2.1400e-003**	**0.2236**	**1.6100e-003**	**0.2252**	**0.0593**	**1.4800e-003**	**0.0608**		**213.4526**	**213.4526**	**5.3900e-003**		**213.5875**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.4566					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**45.6611**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2434	0.1529	2.1528	6.6400e-003	0.6930	4.9800e-003	0.6980	0.1838	4.5900e-003	0.1884		661.7032	661.7032	0.0167		662.1212
Total	**0.2434**	**0.1529**	**2.1528**	**6.6400e-003**	**0.6930**	**4.9800e-003**	**0.6980**	**0.1838**	**4.5900e-003**	**0.1884**		**661.7032**	**661.7032**	**0.0167**		**662.1212**

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	45.4566					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**45.6611**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2434	0.1529	2.1528	6.6400e-003	0.6930	4.9800e-003	0.6980	0.1838	4.5900e-003	0.1884		661.7032	661.7032	0.0167		662.1212
Total	**0.2434**	**0.1529**	**2.1528**	**6.6400e-003**	**0.6930**	**4.9800e-003**	**0.6980**	**0.1838**	**4.5900e-003**	**0.1884**		**661.7032**	**661.7032**	**0.0167**		**662.1212**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5911	4.5333	35.1834	0.1230	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		12,306.8936	12,306.8936	0.3297		12,315.1365
Unmitigated	2.5911	4.5333	35.1834	0.1230	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		12,306.8936	12,306.8936	0.3297		12,315.1365

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,264.80	1,484.90	1364.00	4,477,885	4,477,885
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	241.00	318.80	161.00	520,566	520,566
Total	1,505.80	1,803.70	1,525.00	4,998,450	4,998,450

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000
Enclosed Parking with Elevator	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000
Regional Shopping Center	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093
NaturalGas Unmitigated	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093

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					
Apartments Mid Rise	11377.6	0.1227	1.0485	0.4462	6.6900e-003		0.0848	0.0848		0.0848	0.0848		1,338.5375	1,338.5375	0.0257	0.0245	1,346.4918
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	44.9315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**0.1232**	**1.0529**	**0.4499**	**6.7200e-003**		**0.0851**	**0.0851**		**0.0851**	**0.0851**		**1,343.8236**	**1,343.8236**	**0.0258**	**0.0246**	**1,351.8093**

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					
Apartments Mid Rise	11.3776	0.1227	1.0485	0.4462	6.6900e-003		0.0848	0.0848		0.0848	0.0848		1,338.5375	1,338.5375	0.0257	0.0245	1,346.4918
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.0449315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**0.1232**	**1.0529**	**0.4499**	**6.7200e-003**		**0.0851**	**0.0851**		**0.0851**	**0.0851**		**1,343.8236**	**1,343.8236**	**0.0258**	**0.0246**	**1,351.8093**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730
Unmitigated	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6901					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	0.7753	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418		46.1589	46.1589	0.0446		47.2730
Total	**5.4654**	**0.2953**	**25.6313**	**1.3500e-003**		**0.1418**	**0.1418**		**0.1418**	**0.1418**	**0.0000**	**46.1589**	**46.1589**	**0.0446**	**0.0000**	**47.2730**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6901					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	0.7753	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418		46.1589	46.1589	0.0446		47.2730
Total	**5.4654**	**0.2953**	**25.6313**	**1.3500e-003**		**0.1418**	**0.1418**		**0.1418**	**0.1418**	**0.0000**	**46.1589**	**46.1589**	**0.0446**	**0.0000**	**47.2730**

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	0	0	0	50	0.73	Diesel
Fire Pump	0	0	0	50	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (50 - 75 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Fire Pump - Diesel (50 - 75 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

11.0 Vegetation

127 Pomona Mixed Use Project Emissions

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	482.00	Space	1.80	200,000.00	0
Apartments Mid Rise	310.00	Dwelling Unit	1.57	223,294.00	887
Regional Shopping Center	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	386.48	**CH4 Intensity (lb/MWhr)**	0.52	**N2O Intensity (lb/MWhr)**	1.84

1.3 User Entered Comments & Non-Default Data

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Winter

Project Characteristics - Adjusted Intensities

Land Use - Per Site Plan

Construction Phase - 26 Month Construction Schedule

Demolition -

Grading - Per Grading Plan

Architectural Coating -

Vehicle Trips - Per Project TIA

Woodstoves - Per Regulations

Area Coating - SCAQMD Rule 1113

Energy Use - 2020 Standards

Solid Waste - AB341 Diversion Rate of 75%

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 Three Times Daily Watering. Replace Ground Cover 15% Reduction.

Fleet Mix - No Buses or Motor Homes

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	69
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	69
tblConstructionPhase	NumDays	5.00	40.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	230.00	390.00
tblConstructionPhase	NumDays	18.00	40.00

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Winter

tblConstructionPhase	NumDays	18.00	34.00
tblEnergyUse	T24E	252.63	118.74
tblFireplaces	NumberGas	263.50	0.00
tblFireplaces	NumberNoFireplace	31.00	310.00
tblFireplaces	NumberWood	15.50	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDA	0.55	0.59
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblGrading	AcresOfGrading	20.00	1.84
tblGrading	AcresOfGrading	0.00	1.84
tblGrading	MaterialExported	0.00	80,000.00
tblLandUse	LandUseSquareFeet	192,800.00	200,000.00

tblLandUse	LandUseSquareFeet	310,000.00	223,294.00
tblLandUse	LotAcreage	4.34	1.80
tblLandUse	LotAcreage	8.16	1.57
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.52
tblProjectCharacteristics	CO2IntensityFactor	702.44	386.48
tblProjectCharacteristics	N2OIntensityFactor	0.006	1.84
tblSolidWaste	SolidWasteGenerationRate	142.60	35.65
tblVehicleTrips	ST_TR	6.39	4.79
tblVehicleTrips	ST_TR	49.97	31.88
tblVehicleTrips	SU_TR	5.86	4.40
tblVehicleTrips	SU_TR	25.24	16.10
tblVehicleTrips	WD_TR	6.65	4.08
tblVehicleTrips	WD_TR	42.70	24.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.5444	97.0013	32.0770	0.2221	18.3162	2.1990	20.5152	9.9893	2.0230	12.0123	0.0000	23,733.7285	23,733.7285	2.4807	0.0000	23,795.7457
2021	3.5315	24.8583	28.8688	0.0760	3.9002	0.9980	4.8982	1.0442	0.9380	1.9822	0.0000	7,562.5742	7,562.5742	0.8242	0.0000	7,583.1802
2022	45.9301	9.5763	12.8215	0.0209	0.6930	0.4893	0.7797	0.1838	0.4518	0.5111	0.0000	2,005.3255	2,005.3255	0.5722	0.0000	2,019.6309
Maximum	**45.9301**	**97.0013**	**32.0770**	**0.2221**	**18.3162**	**2.1990**	**20.5152**	**9.9893**	**2.0230**	**12.0123**	**0.0000**	**23,733.7285**	**23,733.7285**	**2.4807**	**0.0000**	**23,795.7457**

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					
2020	4.5444	97.0013	32.0770	0.2221	6.1935	2.1990	7.6970	2.6715	2.0230	4.6945	0.0000	23,733.7285	23,733.7285	2.4807	0.0000	23,795.7457
2021	3.5315	24.8583	28.8688	0.0760	3.9002	0.9980	4.8982	1.0442	0.9380	1.9822	0.0000	7,562.5742	7,562.5742	0.8242	0.0000	7,583.1802
2022	45.9301	9.5763	12.8215	0.0209	0.6930	0.4893	0.7797	0.1838	0.4518	0.5111	0.0000	2,005.3255	2,005.3255	0.5722	0.0000	2,019.6309
Maximum	**45.9301**	**97.0013**	**32.0770**	**0.2221**	**6.1935**	**2.1990**	**7.6970**	**2.6715**	**2.0230**	**4.6945**	**0.0000**	**23,733.7285**	**23,733.7285**	**2.4807**	**0.0000**	**23,795.7457**

	ROG	NOx	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**	**52.92**	**0.00**	**48.94**	**65.24**	**0.00**	**50.45**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730
Energy	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093
Mobile	2.4626	4.8126	32.6935	0.1161	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		11,626.3832	11,626.3832	0.3184		11,634.3439
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.0512**	**6.1608**	**58.7747**	**0.1242**	**12.1317**	**0.3131**	**12.4448**	**3.2320**	**0.3066**	**3.5386**	**0.0000**	**13,016.3656**	**13,016.3656**	**0.3888**	**0.0246**	**13,033.4262**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730
Energy	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093
Mobile	2.4626	4.8126	32.6935	0.1161	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		11,626.3832	11,626.3832	0.3184		11,634.3439
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**8.0512**	**6.1608**	**58.7747**	**0.1242**	**12.1317**	**0.3131**	**12.4448**	**3.2320**	**0.3066**	**3.5386**	**0.0000**	**13,016.3656**	**13,016.3656**	**0.3888**	**0.0246**	**13,033.4262**

	ROG	NOx	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

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Winter

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/28/2020	5	20	
2	Site Preparation	Site Preparation	1/29/2020	3/24/2020	5	40	
3	Grading	Grading	3/25/2020	5/19/2020	5	40	
4	Building Construction	Building Construction	5/20/2020	11/16/2021	5	390	
5	Paving	Paving	11/17/2021	1/11/2022	5	40	
6	Architectural Coating	Architectural Coating	1/12/2022	2/28/2022	5	34	

Acres of Grading (Site Preparation Phase): 1.84

Acres of Grading (Grading Phase): 1.84

Acres of Paving: 1.8

Residential Indoor: 452,170; Residential Outdoor: 150,723; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 12,000 (Architectural Coating – sqft)

OffRoad Equipment

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	91.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	10,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	310.00	68.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	62.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9844	0.0000	0.9844	0.1490	0.0000	0.1490			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.9844**	**1.6587**	**2.6431**	**0.1490**	**1.5419**	**1.6909**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0372	1.2843	0.2816	3.4700e-003	0.0795	4.1600e-003	0.0836	0.0218	3.9800e-003	0.0258		376.7458	376.7458	0.0282		377.4497
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.1112**	**1.3343**	**0.8359**	**5.0900e-003**	**0.2471**	**5.4400e-003**	**0.2526**	**0.0663**	**5.1600e-003**	**0.0714**		**537.6734**	**537.6734**	**0.0328**		**538.4931**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2594	0.0000	0.2594	0.0393	0.0000	0.0393			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.2594**	**1.6587**	**1.9181**	**0.0393**	**1.5419**	**1.5811**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0372	1.2843	0.2816	3.4700e-003	0.0795	4.1600e-003	0.0836	0.0218	3.9800e-003	0.0258		376.7458	376.7458	0.0282		377.4497
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.1112**	**1.3343**	**0.8359**	**5.0900e-003**	**0.2471**	**5.4400e-003**	**0.2526**	**0.0663**	**5.1600e-003**	**0.0714**		**537.6734**	**537.6734**	**0.0328**		**538.4931**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.1150	0.0000	18.1150	9.9360	0.0000	9.9360			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.1150**	**2.1974**	**20.3125**	**9.9360**	**2.0216**	**11.9576**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

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					4.7733	0.0000	4.7733	2.6181	0.0000	2.6181			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**4.7733**	**2.1974**	**6.9707**	**2.6181**	**2.0216**	**4.6397**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2971	0.0000	6.2971	3.3497	0.0000	3.3497			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**6.2971**	**1.2734**	**7.5705**	**3.3497**	**1.1716**	**4.5213**		**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.0416	70.5654	15.4696	0.1908	4.3665	0.2288	4.5953	1.1965	0.2189	1.4154		20,700.3157	20,700.3157	1.5470		20,738.9916
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**2.1156**	**70.6154**	**16.0240**	**0.1924**	**4.5342**	**0.2301**	**4.7643**	**1.2410**	**0.2201**	**1.4610**		**20,861.2434**	**20,861.2434**	**1.5517**		**20,900.0351**

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					1.6593	0.0000	1.6593	0.8827	0.0000	0.8827			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**1.6593**	**1.2734**	**2.9327**	**0.8827**	**1.1716**	**2.0542**	**0.0000**	**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.0416	70.5654	15.4696	0.1908	4.3665	0.2288	4.5953	1.1965	0.2189	1.4154		20,700.3157	20,700.3157	1.5470		20,738.9916
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**2.1156**	**70.6154**	**16.0240**	**0.1924**	**4.5342**	**0.2301**	**4.7643**	**1.2410**	**0.2201**	**1.4610**		**20,861.2434**	**20,861.2434**	**1.5517**		**20,900.0351**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2361	7.1592	1.9304	0.0169	0.4351	0.0360	0.4711	0.1253	0.0344	0.1597		1,804.5663	1,804.5663	0.1269		1,807.7386
Worker	1.5297	1.0326	11.4571	0.0334	3.4651	0.0264	3.4915	0.9190	0.0244	0.9433		3,325.8390	3,325.8390	0.0957		3,328.2322
Total	**1.7657**	**8.1918**	**13.3874**	**0.0503**	**3.9002**	**0.0624**	**3.9626**	**1.0442**	**0.0588**	**1.1030**		**5,130.4053**	**5,130.4053**	**0.2226**		**5,135.9708**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2361	7.1592	1.9304	0.0169	0.4351	0.0360	0.4711	0.1253	0.0344	0.1597		1,804.5663	1,804.5663	0.1269		1,807.7386
Worker	1.5297	1.0326	11.4571	0.0334	3.4651	0.0264	3.4915	0.9190	0.0244	0.9433		3,325.8390	3,325.8390	0.0957		3,328.2322
Total	**1.7657**	**8.1918**	**13.3874**	**0.0503**	**3.9002**	**0.0624**	**3.9626**	**1.0442**	**0.0588**	**1.1030**		**5,130.4053**	**5,130.4053**	**0.2226**		**5,135.9708**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	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**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2010	6.4968	1.7577	0.0167	0.4351	0.0137	0.4488	0.1253	0.0131	0.1384		1,790.9417	1,790.9417	0.1217		1,793.9834
Worker	1.4296	0.9293	10.5359	0.0323	3.4651	0.0256	3.4907	0.9190	0.0236	0.9426		3,218.2686	3,218.2686	0.0866		3,220.4325
Total	**1.6306**	**7.4262**	**12.2936**	**0.0490**	**3.9002**	**0.0394**	**3.9395**	**1.0442**	**0.0367**	**1.0810**		**5,009.2103**	**5,009.2103**	**0.2082**		**5,014.4159**

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**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2010	6.4968	1.7577	0.0167	0.4351	0.0137	0.4488	0.1253	0.0131	0.1384		1,790.9417	1,790.9417	0.1217		1,793.9834
Worker	1.4296	0.9293	10.5359	0.0323	3.4651	0.0256	3.4907	0.9190	0.0236	0.9426		3,218.2686	3,218.2686	0.0866		3,220.4325
Total	**1.6306**	**7.4262**	**12.2936**	**0.0490**	**3.9002**	**0.0394**	**3.9395**	**1.0442**	**0.0367**	**1.0810**		**5,009.2103**	**5,009.2103**	**0.2082**		**5,014.4159**

3.6 Paving - 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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0940**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**		**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0922	0.0600	0.6797	2.0800e-003	0.2236	1.6500e-003	0.2252	0.0593	1.5200e-003	0.0608		207.6302	207.6302	5.5800e-003		207.7698
Total	**0.0922**	**0.0600**	**0.6797**	**2.0800e-003**	**0.2236**	**1.6500e-003**	**0.2252**	**0.0593**	**1.5200e-003**	**0.0608**		**207.6302**	**207.6302**	**5.5800e-003**		**207.7698**

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	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0940**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**	**0.0000**	**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0922	0.0600	0.6797	2.0800e-003	0.2236	1.6500e-003	0.2252	0.0593	1.5200e-003	0.0608		207.6302	207.6302	5.5800e-003		207.7698
Total	**0.0922**	**0.0600**	**0.6797**	**2.0800e-003**	**0.2236**	**1.6500e-003**	**0.2252**	**0.0593**	**1.5200e-003**	**0.0608**		**207.6302**	**207.6302**	**5.5800e-003**		**207.7698**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9765**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0868	0.0542	0.6275	2.0100e-003	0.2236	1.6100e-003	0.2252	0.0593	1.4800e-003	0.0608		200.1958	200.1958	5.0400e-003		200.3219
Total	**0.0868**	**0.0542**	**0.6275**	**2.0100e-003**	**0.2236**	**1.6100e-003**	**0.2252**	**0.0593**	**1.4800e-003**	**0.0608**		**200.1958**	**200.1958**	**5.0400e-003**		**200.3219**

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	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9765**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0868	0.0542	0.6275	2.0100e-003	0.2236	1.6100e-003	0.2252	0.0593	1.4800e-003	0.0608		200.1958	200.1958	5.0400e-003		200.3219
Total	**0.0868**	**0.0542**	**0.6275**	**2.0100e-003**	**0.2236**	**1.6100e-003**	**0.2252**	**0.0593**	**1.4800e-003**	**0.0608**		**200.1958**	**200.1958**	**5.0400e-003**		**200.3219**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.4566					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**45.6611**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2689	0.1679	1.9452	6.2300e-003	0.6930	4.9800e-003	0.6980	0.1838	4.5900e-003	0.1884		620.6069	620.6069	0.0156		620.9978
Total	**0.2689**	**0.1679**	**1.9452**	**6.2300e-003**	**0.6930**	**4.9800e-003**	**0.6980**	**0.1838**	**4.5900e-003**	**0.1884**		**620.6069**	**620.6069**	**0.0156**		**620.9978**

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	45.4566					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**45.6611**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2689	0.1679	1.9452	6.2300e-003	0.6930	4.9800e-003	0.6980	0.1838	4.5900e-003	0.1884		620.6069	620.6069	0.0156		620.9978
Total	**0.2689**	**0.1679**	**1.9452**	**6.2300e-003**	**0.6930**	**4.9800e-003**	**0.6980**	**0.1838**	**4.5900e-003**	**0.1884**		**620.6069**	**620.6069**	**0.0156**		**620.9978**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4626	4.8126	32.6935	0.1161	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		11,626.3832	11,626.3832	0.3184		11,634.3439
Unmitigated	2.4626	4.8126	32.6935	0.1161	12.1317	0.0862	12.2179	3.2320	0.0797	3.3117		11,626.3832	11,626.3832	0.3184		11,634.3439

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,264.80	1,484.90	1364.00	4,477,885	4,477,885
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	241.00	318.80	161.00	520,566	520,566
Total	1,505.80	1,803.70	1,525.00	4,998,450	4,998,450

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000
Enclosed Parking with Elevator	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000
Regional Shopping Center	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093
NaturalGas Unmitigated	0.1232	1.0529	0.4499	6.7200e-003		0.0851	0.0851		0.0851	0.0851		1,343.8236	1,343.8236	0.0258	0.0246	1,351.8093

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					
Apartments Mid Rise	11377.6	0.1227	1.0485	0.4462	6.6900e-003		0.0848	0.0848		0.0848	0.0848		1,338.5375	1,338.5375	0.0257	0.0245	1,346.4918
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	44.9315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**0.1232**	**1.0529**	**0.4499**	**6.7200e-003**		**0.0851**	**0.0851**		**0.0851**	**0.0851**		**1,343.8236**	**1,343.8236**	**0.0258**	**0.0246**	**1,351.8093**

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					
Apartments Mid Rise	11.3776	0.1227	1.0485	0.4462	6.6900e-003		0.0848	0.0848		0.0848	0.0848		1,338.5375	1,338.5375	0.0257	0.0245	1,346.4918
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.0449315	4.8000e-004	4.4100e-003	3.7000e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004		5.2861	5.2861	1.0000e-004	1.0000e-004	5.3175
Total		**0.1232**	**1.0529**	**0.4499**	**6.7200e-003**		**0.0851**	**0.0851**		**0.0851**	**0.0851**		**1,343.8236**	**1,343.8236**	**0.0258**	**0.0246**	**1,351.8093**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730
Unmitigated	5.4654	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418	0.0000	46.1589	46.1589	0.0446	0.0000	47.2730

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6901					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	0.7753	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418		46.1589	46.1589	0.0446		47.2730
Total	**5.4654**	**0.2953**	**25.6313**	**1.3500e-003**		**0.1418**	**0.1418**		**0.1418**	**0.1418**	**0.0000**	**46.1589**	**46.1589**	**0.0446**	**0.0000**	**47.2730**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6901					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	0.7753	0.2953	25.6313	1.3500e-003		0.1418	0.1418		0.1418	0.1418		46.1589	46.1589	0.0446		47.2730
Total	**5.4654**	**0.2953**	**25.6313**	**1.3500e-003**		**0.1418**	**0.1418**		**0.1418**	**0.1418**	**0.0000**	**46.1589**	**46.1589**	**0.0446**	**0.0000**	**47.2730**

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	0	0	0	50	0.73	Diesel
Fire Pump	0	0	0	50	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (50 - 75 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Fire Pump - Diesel (50 - 75 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

11.0 Vegetation

127 Pomona Mixed Use Project Emissions

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	482.00	Space	1.80	200,000.00	0
Apartments Mid Rise	310.00	Dwelling Unit	1.57	223,294.00	887
Regional Shopping Center	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	386.48	**CH4 Intensity (lb/MWhr)**	0.52	**N2O Intensity (lb/MWhr)**	1.84

1.3 User Entered Comments & Non-Default Data

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Annual

Project Characteristics - Adjusted Intensities

Land Use - Per Site Plan

Construction Phase - 26 Month Construction Schedule

Demolition -

Grading - Per Grading Plan

Architectural Coating -

Vehicle Trips - Per Project TIA

Woodstoves - Per Regulations

Area Coating - SCAQMD Rule 1113

Energy Use - 2020 Standards

Solid Waste - AB341 Diversion Rate of 75%

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 Three Times Daily Watering. Replace Ground Cover 15% Reduction.

Fleet Mix - No Buses or Motor Homes

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	69
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	69
tblConstructionPhase	NumDays	5.00	40.00
tblConstructionPhase	NumDays	8.00	40.00
tblConstructionPhase	NumDays	230.00	390.00
tblConstructionPhase	NumDays	18.00	40.00

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Annual

tblConstructionPhase	NumDays	18.00	34.00
tblEnergyUse	T24E	252.63	118.74
tblFireplaces	NumberGas	263.50	0.00
tblFireplaces	NumberNoFireplace	31.00	310.00
tblFireplaces	NumberWood	15.50	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDA	0.55	0.59
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	MH	8.6900e-004	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	OBUS	2.1100e-003	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	SBUS	7.1000e-004	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblFleetMix	UBUS	1.7690e-003	0.00
tblGrading	AcresOfGrading	20.00	1.84
tblGrading	AcresOfGrading	0.00	1.84
tblGrading	MaterialExported	0.00	80,000.00
tblLandUse	LandUseSquareFeet	192,800.00	200,000.00

tblLandUse	LandUseSquareFeet	310,000.00	223,294.00
tblLandUse	LotAcreage	4.34	1.80
tblLandUse	LotAcreage	8.16	1.57
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.52
tblProjectCharacteristics	CO2IntensityFactor	702.44	386.48
tblProjectCharacteristics	N2OIntensityFactor	0.006	1.84
tblSolidWaste	SolidWasteGenerationRate	142.60	35.65
tblVehicleTrips	ST_TR	6.39	4.79
tblVehicleTrips	ST_TR	49.97	31.88
tblVehicleTrips	SU_TR	5.86	4.40
tblVehicleTrips	SU_TR	25.24	16.10
tblVehicleTrips	WD_TR	6.65	4.08
tblVehicleTrips	WD_TR	42.70	24.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.5096	5.3928	3.7669	0.0120	0.9039	0.1862	1.0900	0.3765	0.1735	0.5501	0.0000	1,114.4035	1,114.4035	0.1380	0.0000	1,117.8523
2021	0.4053	3.0302	3.5273	9.0900e-003	0.4402	0.1233	0.5635	0.1180	0.1158	0.2338	0.0000	820.5395	820.5395	0.0935	0.0000	822.8772
2022	0.7840	0.0604	0.1097	2.3000e-004	0.0123	3.1900e-003	0.0155	3.2800e-003	3.0500e-003	6.3200e-003	0.0000	20.4397	20.4397	2.3400e-003	0.0000	20.4983
Maximum	**0.7840**	**5.3928**	**3.7669**	**0.0120**	**0.9039**	**0.1862**	**1.0900**	**0.3765**	**0.1735**	**0.5501**	**0.0000**	**1,114.4035**	**1,114.4035**	**0.1380**	**0.0000**	**1,117.8523**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.5096	5.3928	3.7669	0.0120	0.5370	0.1862	0.7232	0.1798	0.1735	0.3533	0.0000	1,114.4031	1,114.4031	0.1380	0.0000	1,117.8519
2021	0.4053	3.0302	3.5273	9.0900e-003	0.4402	0.1233	0.5635	0.1180	0.1158	0.2338	0.0000	820.5391	820.5391	0.0935	0.0000	822.8769
2022	0.7840	0.0604	0.1097	2.3000e-004	0.0123	3.1900e-003	0.0155	3.2800e-003	3.0500e-003	6.3200e-003	0.0000	20.4397	20.4397	2.3400e-003	0.0000	20.4983
Maximum	**0.7840**	**5.3928**	**3.7669**	**0.0120**	**0.5370**	**0.1862**	**0.7232**	**0.1798**	**0.1735**	**0.3533**	**0.0000**	**1,114.4031**	**1,114.4031**	**0.1380**	**0.0000**	**1,117.8519**

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Annual

	ROG	NOx	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**	**27.04**	**0.00**	**21.98**	**39.53**	**0.00**	**24.90**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2020**	**3-31-2020**	1.5663	1.5663
2	**4-1-2020**	**6-30-2020**	2.2253	2.2253
3	**7-1-2020**	**9-30-2020**	1.0194	1.0194
4	**10-1-2020**	**12-31-2020**	1.0272	1.0272
5	**1-1-2021**	**3-31-2021**	0.9125	0.9125
6	**4-1-2021**	**6-30-2021**	0.9159	0.9159
7	**7-1-2021**	**9-30-2021**	0.9259	0.9259
8	**10-1-2021**	**12-31-2021**	0.6708	0.6708
9	**1-1-2022**	**3-31-2022**	0.8562	0.8562
		Highest	2.2253	2.2253

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9529	0.0369	3.2039	1.7000e-004		0.0177	0.0177		0.0177	0.0177	0.0000	5.2343	5.2343	5.0500e-003	0.0000	5.3607
Energy	0.0225	0.1922	0.0821	1.2300e-003		0.0155	0.0155		0.0155	0.0155	0.0000	664.3269	664.3269	0.5988	2.1077	1,307.3761
Mobile	0.3767	0.7716	5.2536	0.0186	1.8798	0.0136	1.8933	0.5015	0.0126	0.5141	0.0000	1,685.5601	1,685.5601	0.0459	0.0000	1,686.7081
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	9.3680	0.0000	9.3680	0.5536	0.0000	23.2089
Water						0.0000	0.0000		0.0000	0.0000	6.6428	73.4791	80.1219	0.7811	0.3659	208.7000
Total	**1.3521**	**1.0006**	**8.5396**	**0.0200**	**1.8798**	**0.0468**	**1.9266**	**0.5015**	**0.0458**	**0.5473**	**16.0108**	**2,428.6004**	**2,444.6113**	**1.9845**	**2.4736**	**3,231.3538**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9529	0.0369	3.2039	1.7000e-004		0.0177	0.0177		0.0177	0.0177	0.0000	5.2343	5.2343	5.0500e-003	0.0000	5.3607
Energy	0.0225	0.1922	0.0821	1.2300e-003		0.0155	0.0155		0.0155	0.0155	0.0000	664.3269	664.3269	0.5988	2.1077	1,307.3761
Mobile	0.3767	0.7716	5.2536	0.0186	1.8798	0.0136	1.8933	0.5015	0.0126	0.5141	0.0000	1,685.5601	1,685.5601	0.0459	0.0000	1,686.7081
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	9.3680	0.0000	9.3680	0.5536	0.0000	23.2089
Water						0.0000	0.0000		0.0000	0.0000	6.6428	73.4791	80.1219	0.7811	0.3659	208.7000
Total	**1.3521**	**1.0006**	**8.5396**	**0.0200**	**1.8798**	**0.0468**	**1.9266**	**0.5015**	**0.0458**	**0.5473**	**16.0108**	**2,428.6004**	**2,444.6113**	**1.9845**	**2.4736**	**3,231.3538**

	ROG	NOx	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

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/28/2020	5	20	
2	Site Preparation	Site Preparation	1/29/2020	3/24/2020	5	40	
3	Grading	Grading	3/25/2020	5/19/2020	5	40	
4	Building Construction	Building Construction	5/20/2020	11/16/2021	5	390	
5	Paving	Paving	11/17/2021	1/11/2022	5	40	
6	Architectural Coating	Architectural Coating	1/12/2022	2/28/2022	5	34	

Acres of Grading (Site Preparation Phase): 1.84

Acres of Grading (Grading Phase): 1.84

Acres of Paving: 1.8

Residential Indoor: 452,170; Residential Outdoor: 150,723; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 12,000 (Architectural Coating – sqft)

OffRoad Equipment

127 Pomona Mixed Use Project Emissions - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	91.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	10,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	310.00	68.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	62.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8400e-003	0.0000	9.8400e-003	1.4900e-003	0.0000	1.4900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**	**9.8400e-003**	**0.0166**	**0.0264**	**1.4900e-003**	**0.0154**	**0.0169**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2386**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.7000e-004	0.0131	2.7100e-003	4.0000e-005	7.8000e-004	4.0000e-005	8.2000e-004	2.1000e-004	4.0000e-005	2.5000e-004	0.0000	3.4522	3.4522	2.5000e-004	0.0000	3.4585
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**1.0400e-003**	**0.0136**	**8.4000e-003**	**6.0000e-005**	**2.4300e-003**	**5.0000e-005**	**2.4800e-003**	**6.5000e-004**	**5.0000e-005**	**7.0000e-004**	**0.0000**	**4.9352**	**4.9352**	**2.9000e-004**	**0.0000**	**4.9425**

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					2.5900e-003	0.0000	2.5900e-003	3.9000e-004	0.0000	3.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**	**2.5900e-003**	**0.0166**	**0.0192**	**3.9000e-004**	**0.0154**	**0.0158**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2385**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.7000e-004	0.0131	2.7100e-003	4.0000e-005	7.8000e-004	4.0000e-005	8.2000e-004	2.1000e-004	4.0000e-005	2.5000e-004	0.0000	3.4522	3.4522	2.5000e-004	0.0000	3.4585
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**1.0400e-003**	**0.0136**	**8.4000e-003**	**6.0000e-005**	**2.4300e-003**	**5.0000e-005**	**2.4800e-003**	**6.5000e-004**	**5.0000e-005**	**7.0000e-004**	**0.0000**	**4.9352**	**4.9352**	**2.9000e-004**	**0.0000**	**4.9425**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3623	0.0000	0.3623	0.1987	0.0000	0.1987	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0815	0.8484	0.4303	7.6000e-004		0.0440	0.0440		0.0404	0.0404	0.0000	66.8614	66.8614	0.0216	0.0000	67.4020
Total	**0.0815**	**0.8484**	**0.4303**	**7.6000e-004**	**0.3623**	**0.0440**	**0.4063**	**0.1987**	**0.0404**	**0.2392**	**0.0000**	**66.8614**	**66.8614**	**0.0216**	**0.0000**	**67.4020**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	1.2300e-003	0.0137	4.0000e-005	3.9500e-003	3.0000e-005	3.9800e-003	1.0500e-003	3.0000e-005	1.0800e-003	0.0000	3.5591	3.5591	1.0000e-004	0.0000	3.5616
Total	**1.6000e-003**	**1.2300e-003**	**0.0137**	**4.0000e-005**	**3.9500e-003**	**3.0000e-005**	**3.9800e-003**	**1.0500e-003**	**3.0000e-005**	**1.0800e-003**	**0.0000**	**3.5591**	**3.5591**	**1.0000e-004**	**0.0000**	**3.5616**

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					0.0955	0.0000	0.0955	0.0524	0.0000	0.0524	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0815	0.8484	0.4303	7.6000e-004		0.0440	0.0440		0.0404	0.0404	0.0000	66.8613	66.8613	0.0216	0.0000	67.4019
Total	**0.0815**	**0.8484**	**0.4303**	**7.6000e-004**	**0.0955**	**0.0440**	**0.1394**	**0.0524**	**0.0404**	**0.0928**	**0.0000**	**66.8613**	**66.8613**	**0.0216**	**0.0000**	**67.4019**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	1.2300e-003	0.0137	4.0000e-005	3.9500e-003	3.0000e-005	3.9800e-003	1.0500e-003	3.0000e-005	1.0800e-003	0.0000	3.5591	3.5591	1.0000e-004	0.0000	3.5616
Total	**1.6000e-003**	**1.2300e-003**	**0.0137**	**4.0000e-005**	**3.9500e-003**	**3.0000e-005**	**3.9800e-003**	**1.0500e-003**	**3.0000e-005**	**1.0800e-003**	**0.0000**	**3.5591**	**3.5591**	**1.0000e-004**	**0.0000**	**3.5616**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1259	0.0000	0.1259	0.0670	0.0000	0.0670	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0486	0.5277	0.3211	5.9000e-004		0.0255	0.0255		0.0234	0.0234	0.0000	52.1175	52.1175	0.0169	0.0000	52.5389
Total	**0.0486**	**0.5277**	**0.3211**	**5.9000e-004**	**0.1259**	**0.0255**	**0.1514**	**0.0670**	**0.0234**	**0.0904**	**0.0000**	**52.1175**	**52.1175**	**0.0169**	**0.0000**	**52.5389**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0402	1.4382	0.2983	3.8500e-003	0.0859	4.5400e-003	0.0905	0.0236	4.3400e-003	0.0279	0.0000	379.3653	379.3653	0.0275	0.0000	380.0524
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**0.0416**	**1.4392**	**0.3097**	**3.8800e-003**	**0.0892**	**4.5700e-003**	**0.0938**	**0.0245**	**4.3600e-003**	**0.0288**	**0.0000**	**382.3312**	**382.3312**	**0.0276**	**0.0000**	**383.0204**

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					0.0332	0.0000	0.0332	0.0177	0.0000	0.0177	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0486	0.5277	0.3211	5.9000e-004		0.0255	0.0255		0.0234	0.0234	0.0000	52.1174	52.1174	0.0169	0.0000	52.5388
Total	**0.0486**	**0.5277**	**0.3211**	**5.9000e-004**	**0.0332**	**0.0255**	**0.0587**	**0.0177**	**0.0234**	**0.0411**	**0.0000**	**52.1174**	**52.1174**	**0.0169**	**0.0000**	**52.5388**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0402	1.4382	0.2983	3.8500e-003	0.0859	4.5400e-003	0.0905	0.0236	4.3400e-003	0.0279	0.0000	379.3653	379.3653	0.0275	0.0000	380.0524
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**0.0416**	**1.4392**	**0.3097**	**3.8800e-003**	**0.0892**	**4.5700e-003**	**0.0938**	**0.0245**	**4.3600e-003**	**0.0288**	**0.0000**	**382.3312**	**382.3312**	**0.0276**	**0.0000**	**383.0204**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1717	1.5541	1.3647	2.1800e-003		0.0905	0.0905		0.0851	0.0851	0.0000	187.6041	187.6041	0.0458	0.0000	188.7483
Total	**0.1717**	**1.5541**	**1.3647**	**2.1800e-003**		**0.0905**	**0.0905**		**0.0851**	**0.0851**	**0.0000**	**187.6041**	**187.6041**	**0.0458**	**0.0000**	**188.7483**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0187	0.5906	0.1489	1.3900e-003	0.0347	2.8900e-003	0.0376	0.0100	2.7600e-003	0.0128	0.0000	134.7518	134.7518	8.9900e-003	0.0000	134.9766
Worker	0.1118	0.0861	0.9526	2.7500e-003	0.2755	2.1400e-003	0.2776	0.0732	1.9700e-003	0.0751	0.0000	248.2449	248.2449	7.1500e-003	0.0000	248.4236
Total	**0.1304**	**0.6767**	**1.1015**	**4.1400e-003**	**0.3102**	**5.0300e-003**	**0.3152**	**0.0832**	**4.7300e-003**	**0.0879**	**0.0000**	**382.9966**	**382.9966**	**0.0161**	**0.0000**	**383.4001**

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	0.1717	1.5541	1.3647	2.1800e-003		0.0905	0.0905		0.0851	0.0851	0.0000	187.6039	187.6039	0.0458	0.0000	188.7481
Total	**0.1717**	**1.5541**	**1.3647**	**2.1800e-003**		**0.0905**	**0.0905**		**0.0851**	**0.0851**	**0.0000**	**187.6039**	**187.6039**	**0.0458**	**0.0000**	**188.7481**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0187	0.5906	0.1489	1.3900e-003	0.0347	2.8900e-003	0.0376	0.0100	2.7600e-003	0.0128	0.0000	134.7518	134.7518	8.9900e-003	0.0000	134.9766
Worker	0.1118	0.0861	0.9526	2.7500e-003	0.2755	2.1400e-003	0.2776	0.0732	1.9700e-003	0.0751	0.0000	248.2449	248.2449	7.1500e-003	0.0000	248.4236
Total	**0.1304**	**0.6767**	**1.1015**	**4.1400e-003**	**0.3102**	**5.0300e-003**	**0.3152**	**0.0832**	**4.7300e-003**	**0.0879**	**0.0000**	**382.9966**	**382.9966**	**0.0161**	**0.0000**	**383.4001**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2167	1.9873	1.8896	3.0700e-003		0.1093	0.1093		0.1028	0.1028	0.0000	264.0665	264.0665	0.0637	0.0000	265.6592
Total	**0.2167**	**1.9873**	**1.8896**	**3.0700e-003**		**0.1093**	**0.1093**		**0.1028**	**0.1028**	**0.0000**	**264.0665**	**264.0665**	**0.0637**	**0.0000**	**265.6592**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0223	0.7540	0.1906	1.9400e-003	0.0489	1.5400e-003	0.0504	0.0141	1.4700e-003	0.0156	0.0000	188.2237	188.2237	0.0121	0.0000	188.5270
Worker	0.1469	0.1090	1.2333	3.7400e-003	0.3877	2.9200e-003	0.3907	0.1030	2.6900e-003	0.1057	0.0000	338.0808	338.0808	9.1000e-003	0.0000	338.3083
Total	**0.1692**	**0.8631**	**1.4239**	**5.6800e-003**	**0.4366**	**4.4600e-003**	**0.4410**	**0.1171**	**4.1600e-003**	**0.1212**	**0.0000**	**526.3045**	**526.3045**	**0.0212**	**0.0000**	**526.8353**

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	0.2167	1.9873	1.8896	3.0700e-003		0.1093	0.1093		0.1028	0.1028	0.0000	264.0662	264.0662	0.0637	0.0000	265.6589
Total	**0.2167**	**1.9873**	**1.8896**	**3.0700e-003**		**0.1093**	**0.1093**		**0.1028**	**0.1028**	**0.0000**	**264.0662**	**264.0662**	**0.0637**	**0.0000**	**265.6589**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0223	0.7540	0.1906	1.9400e-003	0.0489	1.5400e-003	0.0504	0.0141	1.4700e-003	0.0156	0.0000	188.2237	188.2237	0.0121	0.0000	188.5270
Worker	0.1469	0.1090	1.2333	3.7400e-003	0.3877	2.9200e-003	0.3907	0.1030	2.6900e-003	0.1057	0.0000	338.0808	338.0808	9.1000e-003	0.0000	338.3083
Total	**0.1692**	**0.8631**	**1.4239**	**5.6800e-003**	**0.4366**	**4.4600e-003**	**0.4410**	**0.1171**	**4.1600e-003**	**0.1212**	**0.0000**	**526.3045**	**526.3045**	**0.0212**	**0.0000**	**526.8353**

3.6 Paving - 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	0.0181	0.1789	0.2023	3.1000e-004		9.5500e-003	9.5500e-003		8.8100e-003	8.8100e-003	0.0000	27.0115	27.0115	8.4900e-003	0.0000	27.2237
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0181**	**0.1789**	**0.2023**	**3.1000e-004**		**9.5500e-003**	**9.5500e-003**		**8.8100e-003**	**8.8100e-003**	**0.0000**	**27.0115**	**27.0115**	**8.4900e-003**	**0.0000**	**27.2237**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3700e-003	1.0200e-003	0.0115	3.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.1570	3.1570	8.0000e-005	0.0000	3.1591
Total	**1.3700e-003**	**1.0200e-003**	**0.0115**	**3.0000e-005**	**3.6200e-003**	**3.0000e-005**	**3.6500e-003**	**9.6000e-004**	**3.0000e-005**	**9.9000e-004**	**0.0000**	**3.1570**	**3.1570**	**8.0000e-005**	**0.0000**	**3.1591**

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	0.0181	0.1789	0.2023	3.1000e-004		9.5500e-003	9.5500e-003		8.8100e-003	8.8100e-003	0.0000	27.0115	27.0115	8.4900e-003	0.0000	27.2237
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0181**	**0.1789**	**0.2023**	**3.1000e-004**		**9.5500e-003**	**9.5500e-003**		**8.8100e-003**	**8.8100e-003**	**0.0000**	**27.0115**	**27.0115**	**8.4900e-003**	**0.0000**	**27.2237**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3700e-003	1.0200e-003	0.0115	3.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.1570	3.1570	8.0000e-005	0.0000	3.1591
Total	**1.3700e-003**	**1.0200e-003**	**0.0115**	**3.0000e-005**	**3.6200e-003**	**3.0000e-005**	**3.6500e-003**	**9.6000e-004**	**3.0000e-005**	**9.9000e-004**	**0.0000**	**3.1570**	**3.1570**	**8.0000e-005**	**0.0000**	**3.1591**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4200e-003	0.0333	0.0427	7.0000e-005		1.7100e-003	1.7100e-003		1.5800e-003	1.5800e-003	0.0000	5.7316	5.7316	1.8000e-003	0.0000	5.7766
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.4200e-003**	**0.0333**	**0.0427**	**7.0000e-005**		**1.7100e-003**	**1.7100e-003**		**1.5800e-003**	**1.5800e-003**	**0.0000**	**5.7316**	**5.7316**	**1.8000e-003**	**0.0000**	**5.7766**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2600e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6457	0.6457	2.0000e-005	0.0000	0.6461
Total	**2.7000e-004**	**2.0000e-004**	**2.2600e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6457**	**0.6457**	**2.0000e-005**	**0.0000**	**0.6461**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4200e-003	0.0333	0.0427	7.0000e-005		1.7100e-003	1.7100e-003		1.5800e-003	1.5800e-003	0.0000	5.7315	5.7315	1.8000e-003	0.0000	5.7766
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.4200e-003**	**0.0333**	**0.0427**	**7.0000e-005**		**1.7100e-003**	**1.7100e-003**		**1.5800e-003**	**1.5800e-003**	**0.0000**	**5.7315**	**5.7315**	**1.8000e-003**	**0.0000**	**5.7766**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2600e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6457	0.6457	2.0000e-005	0.0000	0.6461
Total	**2.7000e-004**	**2.0000e-004**	**2.2600e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6457**	**0.6457**	**2.0000e-005**	**0.0000**	**0.6461**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7728					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4800e-003	0.0239	0.0308	5.0000e-005		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	4.3405	4.3405	2.8000e-004	0.0000	4.3476
Total	**0.7762**	**0.0239**	**0.0308**	**5.0000e-005**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**	**0.0000**	**4.3405**	**4.3405**	**2.8000e-004**	**0.0000**	**4.3476**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1100e-003	2.9400e-003	0.0340	1.1000e-004	0.0116	8.0000e-005	0.0117	3.0700e-003	8.0000e-005	3.1500e-003	0.0000	9.7220	9.7220	2.5000e-004	0.0000	9.7281
Total	**4.1100e-003**	**2.9400e-003**	**0.0340**	**1.1000e-004**	**0.0116**	**8.0000e-005**	**0.0117**	**3.0700e-003**	**8.0000e-005**	**3.1500e-003**	**0.0000**	**9.7220**	**9.7220**	**2.5000e-004**	**0.0000**	**9.7281**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7728					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4800e-003	0.0239	0.0308	5.0000e-005		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	4.3405	4.3405	2.8000e-004	0.0000	4.3476
Total	**0.7762**	**0.0239**	**0.0308**	**5.0000e-005**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**	**0.0000**	**4.3405**	**4.3405**	**2.8000e-004**	**0.0000**	**4.3476**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1100e-003	2.9400e-003	0.0340	1.1000e-004	0.0116	8.0000e-005	0.0117	3.0700e-003	8.0000e-005	3.1500e-003	0.0000	9.7220	9.7220	2.5000e-004	0.0000	9.7281
Total	**4.1100e-003**	**2.9400e-003**	**0.0340**	**1.1000e-004**	**0.0116**	**8.0000e-005**	**0.0117**	**3.0700e-003**	**8.0000e-005**	**3.1500e-003**	**0.0000**	**9.7220**	**9.7220**	**2.5000e-004**	**0.0000**	**9.7281**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3767	0.7716	5.2536	0.0186	1.8798	0.0136	1.8933	0.5015	0.0126	0.5141	0.0000	1,685.5601	1,685.5601	0.0459	0.0000	1,686.7081
Unmitigated	0.3767	0.7716	5.2536	0.0186	1.8798	0.0136	1.8933	0.5015	0.0126	0.5141	0.0000	1,685.5601	1,685.5601	0.0459	0.0000	1,686.7081

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,264.80	1,484.90	1364.00	4,477,885	4,477,885
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	241.00	318.80	161.00	520,566	520,566
Total	1,505.80	1,803.70	1,525.00	4,998,450	4,998,450

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000
Enclosed Parking with Elevator	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000
Regional Shopping Center	0.590080	0.042774	0.202769	0.116939	0.015078	0.005847	0.021692	0.000000	0.000000	0.000000	0.004822	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	441.8419	441.8419	0.5945	2.1036	1,083.5689
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	441.8419	441.8419	0.5945	2.1036	1,083.5689
NaturalGas Mitigated	0.0225	0.1922	0.0821	1.2300e-003		0.0155	0.0155		0.0155	0.0155	0.0000	222.4851	222.4851	4.2600e-003	4.0800e-003	223.8072
NaturalGas Unmitigated	0.0225	0.1922	0.0821	1.2300e-003		0.0155	0.0155		0.0155	0.0155	0.0000	222.4851	222.4851	4.2600e-003	4.0800e-003	223.8072

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					
Apartments Mid Rise	4.15281e+006	0.0224	0.1914	0.0814	1.2200e-003		0.0155	0.0155		0.0155	0.0155	0.0000	221.6099	221.6099	4.2500e-003	4.0600e-003	222.9268
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	16400	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8752	0.8752	2.0000e-005	2.0000e-005	0.8804
Total		**0.0225**	**0.1922**	**0.0821**	**1.2200e-003**		**0.0155**	**0.0155**		**0.0155**	**0.0155**	**0.0000**	**222.4851**	**222.4851**	**4.2700e-003**	**4.0800e-003**	**223.8072**

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					
Apartments Mid Rise	4.15281e+006	0.0224	0.1914	0.0814	1.2200e-003		0.0155	0.0155		0.0155	0.0155	0.0000	221.6099	221.6099	4.2500e-003	4.0600e-003	222.9268
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	16400	9.0000e-005	8.0000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8752	0.8752	2.0000e-005	2.0000e-005	0.8804
Total		**0.0225**	**0.1922**	**0.0821**	**1.2200e-003**		**0.0155**	**0.0155**		**0.0155**	**0.0155**	**0.0000**	**222.4851**	**222.4851**	**4.2700e-003**	**4.0800e-003**	**223.8072**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.21343e +006	212.7190	0.2862	1.0127	521.6702
Enclosed Parking with Elevator	1.172e +006	205.4567	0.2764	0.9782	503.8602
Regional Shopping Center	135000	23.6661	0.0318	0.1127	58.0385
Total		**441.8419**	**0.5945**	**2.1036**	**1,083.5689**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.21343e +006	212.7190	0.2862	1.0127	521.6702
Enclosed Parking with Elevator	1.172e +006	205.4567	0.2764	0.9782	503.8602
Regional Shopping Center	135000	23.6661	0.0318	0.1127	58.0385
Total		**441.8419**	**0.5945**	**2.1036**	**1,083.5689**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9529	0.0369	3.2039	1.7000e-004		0.0177	0.0177		0.0177	0.0177	0.0000	5.2343	5.2343	5.0500e-003	0.0000	5.3607
Unmitigated	0.9529	0.0369	3.2039	1.7000e-004		0.0177	0.0177		0.0177	0.0177	0.0000	5.2343	5.2343	5.0500e-003	0.0000	5.3607

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8559					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	0.0969	0.0369	3.2039	1.7000e-004		0.0177	0.0177		0.0177	0.0177	0.0000	5.2343	5.2343	5.0500e-003	0.0000	5.3607
Total	**0.9529**	**0.0369**	**3.2039**	**1.7000e-004**		**0.0177**	**0.0177**		**0.0177**	**0.0177**	**0.0000**	**5.2343**	**5.2343**	**5.0500e-003**	**0.0000**	**5.3607**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8559					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	0.0969	0.0369	3.2039	1.7000e-004		0.0177	0.0177		0.0177	0.0177	0.0000	5.2343	5.2343	5.0500e-003	0.0000	5.3607
Total	**0.9529**	**0.0369**	**3.2039**	**1.7000e-004**		**0.0177**	**0.0177**		**0.0177**	**0.0177**	**0.0000**	**5.2343**	**5.2343**	**5.0500e-003**	**0.0000**	**5.3607**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	80.1219	0.7811	0.3659	208.7000
Unmitigated	80.1219	0.7811	0.3659	208.7000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	77.3119	0.7535	0.3531	201.3768
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.740725 / 0.453993	2.8100	0.0276	0.0128	7.3232
Total		**80.1219**	**0.7811**	**0.3659**	**208.7000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	77.3119	0.7535	0.3531	201.3768
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.740725 / 0.453993	2.8100	0.0276	0.0128	7.3232
Total		**80.1219**	**0.7811**	**0.3659**	**208.7000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.3680	0.5536	0.0000	23.2089
Unmitigated	9.3680	0.5536	0.0000	23.2089

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	35.65	7.2366	0.4277	0.0000	17.9284
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	10.5	2.1314	0.1260	0.0000	5.2805
Total		**9.3680**	**0.5536**	**0.0000**	**23.2089**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	35.65	7.2366	0.4277	0.0000	17.9284
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	10.5	2.1314	0.1260	0.0000	5.2805
Total		**9.3680**	**0.5536**	**0.0000**	**23.2089**

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
Emergency Generator	0	0	0	50	0.73	Diesel
Fire Pump	0	0	0	50	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (50 - 75 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fire Pump - Diesel (50 - 75 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

11.0 Vegetation