

ATTACHMENT 2

CLASS 32 CATEGORICAL EXEMPTION REPORT

City of Beverly Hills

250 N. Crescent Drive Condominium Project

CEQA Class 32 Categorical Exemption Report



February 2016

E n v i r o n m e n t a l S c i e n t i s t s P l a n n e r s E n g i n e e r s

250 N. Crescent Drive Condominium Project

CEQA Class 32 Categorical Exemption Report

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CATEGORICAL EXEMPTION REPORT

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc. for the 250 N. Crescent Drive Condominium Project in the City of Beverly Hills. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE). The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 exemption. This includes an analysis of the project's potential impacts in the areas of biological resources, traffic, air quality, noise, water quality, and historic resources. The report concludes that the project is eligible for a Class 32 CE.

1. INTRODUCTION

The City of Beverly Hills proposes to adopt a Class 32 CE for a proposed project at 250 N. Crescent Drive. The State CEQA Guidelines Section 15332 states that a CE is allowed when:

- (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
- (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
- (c) *The project site has no value as habitat for endangered, rare, or threatened species.*
- (d) *Approval of the project would not result in any significant effects relating to traffic¹, noise, air quality, or water quality.*
- (e) *The site can be adequately served by all required utilities and public services.*

Additionally, State CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."

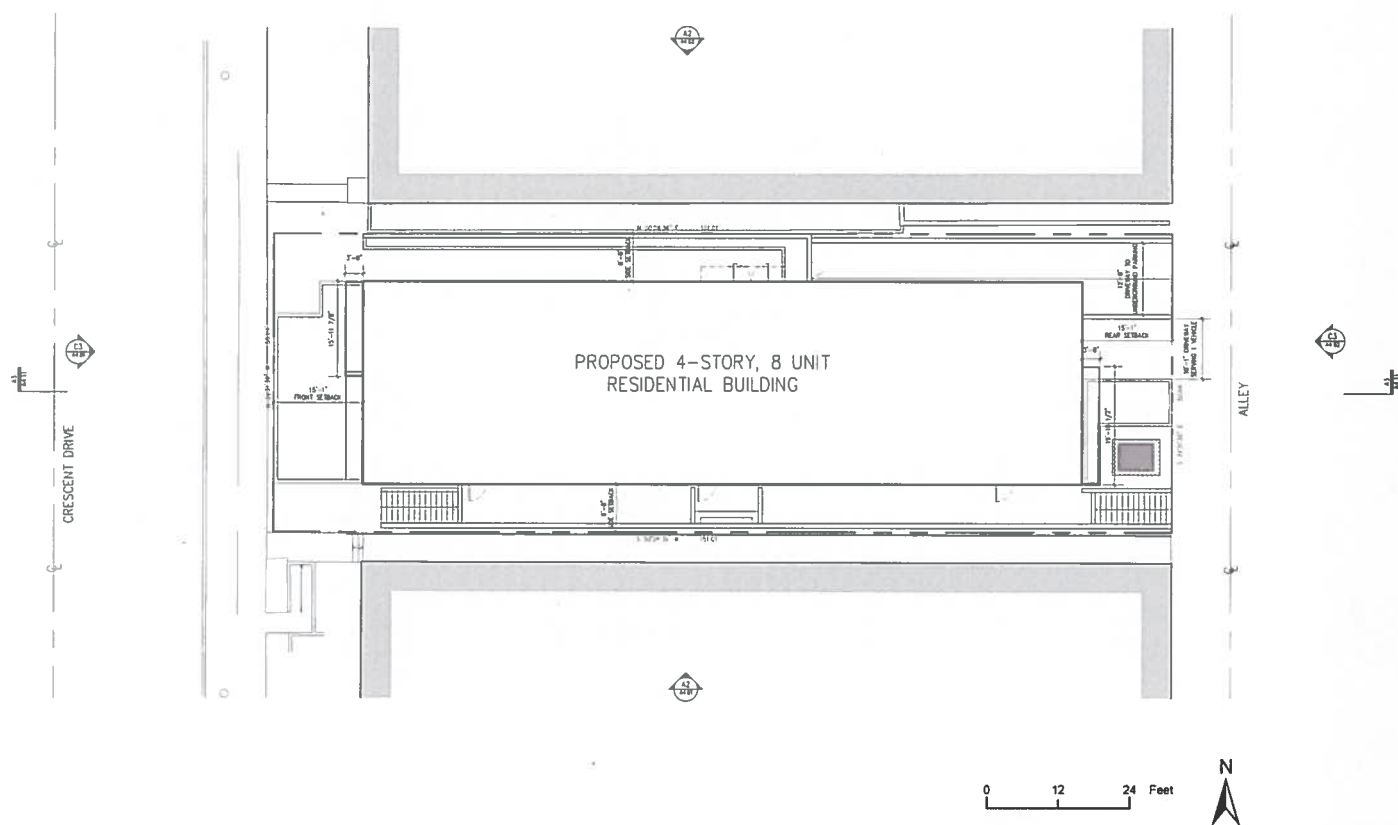
Rincon Consultants, Inc. evaluated the project's consistency with the above requirements, including its potential impacts in the areas of biological resources, traffic, noise, air quality, water quality, and historic resources to confirm the project's eligibility for the Class 32 exemption.

2. PROJECT DESCRIPTION

The proposed project would involve construction of a new condominium building at 250 N. Crescent Drive, on a currently vacant lot. The building would be four stories above ground and 45 feet in height and would consist of eight dwelling units, a rooftop common area, and one level of underground parking. One of the eight dwelling units would be designated as a very low income apartment thus making the project eligible for a density bonus. An application for a Density Bonus Permit from the City of Beverly Hills is included as part of the proposed project. Table 1 shows the characteristics of the proposed new building. Figure 1 shows the location of the project site, and Figure 2 shows the proposed site plan.

¹ Impacts related to parking are not discussed in this report, as such impacts are generally not considered as physical effect on the environment under CEQA.





Source: Levin Morris Architects Inc, December 2015.

Proposed Site Plan

Figure 2
City of Beverly Hills

Table 1
Project Characteristics

Address	250 N. Crescent Drive
Assessor's Parcel Number (APN)	4343-003-004
Lot Area	7,556 SF (0.17 acres)
Building Footprint	4,119 SF
Floor Area	<p>Level 1: 2,642 SF (2,322 SF for unit interior + 320 SF of lobby area); 93 SF for private open space (does not count towards floor area))</p> <p>Level 2: 3,187 SF (2,857 for unit interior + 330 SF entry hallway); 189 SF for private open space)</p> <p>Level 3: 3,187 SF (2,857 SF for unit interior + 330 SF entry hallway; 189 SF for private open space)</p> <p>Level 4: 3,187 SF (2,857 SF for unit interior + 330 SF entry hallway; 173 SF for private open space)</p> <p><i>Total¹: 12,203 Gross SF</i></p>
Height	<p>45 feet</p> <p>4 stories above grade with 1 underground level of parking below</p>
Units	<p>1-bedroom: 1 unit</p> <p>2-bedroom: 7 units</p> <p><i>Total: 8 units</i></p>
Parking	15 spaces ² (2 on-site spaces in the subterranean garage for each 2-bedroom unit and 1 on-site space on the first floor for the single 1-bedroom)

¹ The total floor area is calculated pursuant to Beverly Hills Municipal Code §10-3-100 and does not include underground levels for parking, rooftop areas, elevator shafts, stair shafts, or machinery rooms.

² The developer has requested the City invoke Government Code Section 65915 (p) (1), which does not require a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds the following ratios:

(A) Zero to one bedroom: one on-site parking space;

(B) Two to three bedrooms: two on-site parking spaces;

(C) Four and more bedrooms: two and one-half parking spaces.

Therefore, two on-site parking spaces are provided for each 2-bedroom unit and one on-site parking space is provided for each 1-bedroom unit.

SF = square feet

The building footprint of 4,119 square feet would occupy approximately 55% of the total lot area of 7,556 square feet. The proposed four-story condominium building would have a floor area of 12,203 gross square feet, not including parking and rooftop areas, and would rise 45 feet to the top of the roof, not including the 3.75 foot parapet or rooftop amenities. Parapets limited to 3.75 feet in height are exempt from the City's height standards. The condominium building would have a total of eight residential units, including seven two-bedroom units and a single one-bedroom unit. The single one-bedroom unit is intended for very low-income households. The building would include one level of below-grade parking with a total of 15 parking spaces for residents.

The elevator structure would add up to 15 feet to the building's height. Rooftop common open space would total 2,381 square feet. There would also be 644 square feet of private open space in the form of patios and balconies, for a total of 3,025 square feet of open space. Figure 3 shows the proposed building rendering. Figures 4a and 4b show the proposed building elevations.





Source: Levin Morris Architects Inc, December 2015.

Rendering

Figure 3

City of Beverly Hills

Source: Levin Morris Architects Inc, December 2015.



City of Beverly Hills

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Proposed East and North Elevations

Source: Levin Morris Architects Inc., December 2015.

Figure 4b
City of Beverly Hills

According to Beverly Hills Municipal Code (BHMC) sections 10-3-2806 through 10-3-2808, the requirements for the front and rear setbacks are both 15 feet. The proposed site plan shows that both the front and rear setbacks would be 15 feet, satisfying these requirements. A four-story building requires side setbacks of 19 feet total, with each side at least eight feet. While the proposed site plan shows each side with a setback of eight feet, the total is only 16 feet, three feet short of the required 19-foot total. Since the project would not meet the code for side setbacks, a request to reduce the required setbacks is included as part of the Density Bonus Permit application as one of the construction incentives the project is potentially eligible for under BHMC Section 10-3-1526.5. Although the proposed balconies would provide building

modulation, the project would not fully meet the requirements for building modulation for multi-family buildings (BHMC Section 10-3-2806). Relief from this code requirement is also included as part of the Density Bonus Permit application as another construction incentive. With approval of these requested incentives, the project would be deemed consistent with the BHMC for these applicable zoning standards.

The proposed project would include landscaping with low-water, low-maintenance plants on all sides of the building and on the rooftop. Three Palo Verde trees and a variety of shrubs (Foxtail fern, gardenia, purple majesty fringe flower, dwarf philodendron, Jester variety New Zealand flax, and Silver Sheen Kohuhu) would be planted.

Vehicular access to the subterranean garage would be taken directly from the alley in the back of the building. The alley is parallel to N. Crescent Drive and between Dayton Way and Clifton Way. Pedestrians would come around the building from N. Crescent Drive and enter at the sides.

Construction would occur over approximately 13 months. Excavation for the subterranean parking garage would involve the export of approximately 2,400 cubic yards of soil material. Assuming 20 cubic yards of soil material per truck, the proposed project would involve approximately 120 round-trip hauling truck trips.

3. EXISTING SITE CONDITIONS

The project site is a generally flat, rectangular lot located along the northeast side of N. Crescent Drive between Dayton Way and Clifton Way in the City of Beverly Hills. See Figures 5a and 5b for photos of the project site. Ruderal vegetation and grass are currently on site. The project site is a currently vacant lot that encompasses 7,556 square feet (0.17 acres). There is one curb cut in front of the lot, on N. Crescent Drive.

A mixed-use building, approximately 52 feet in height, is directly across N. Crescent Drive from the project site and includes a Whole Foods grocery store on the ground floor and three levels of residential use above. Residential uses surround the other sides of the project site, with a 42-foot, four-story condominium building to the north; single-family homes to the east; and a 31-foot, three-story apartment building to the south.



Photo 1: View of the project site looking west from the alley on the eastern border of the project site, also showing the Whole Foods grocery store across N. Crescent Drive.



Photo 2: View of the project site looking east from N. Crescent Drive on the western border of the project site, showing apartment buildings to the north and south and single-family homes beyond to the east.

Site Photographs

Figure 5a



Photo 1: Surrounding uses to the north of the project site, looking north on N. Crescent Drive.



Photo 2: Surrounding uses to the south of the project site, looking south on N. Crescent Drive.

Surrounding Area Photographs

Figure 5b



4. CONSISTENCY ANALYSIS

Criterion (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

According to the City of Beverly Hills General Plan Land Use Map, the project site is designated for low-medium density residential uses. The project site is zoned R-4, Multiple Family Residential. Pursuant to the City of Beverly Hills Municipal Code (BHMC) Section 10-3-1202, the R-4 zone permits “multiple-family dwelling and the usual and customary accessory and appurtenant uses thereto.” The proposed multi-family residential building would thus be consistent with the allowable uses of the project site, according to its residential zoning and land use designations.

Consistency with selected applicable BHMC requirements for the R-4 zone is analyzed below and shown in Table 2.

Table 2
Consistency with Zoning Ordinance Requirements

	BHMC Requirements	Proposed Project
Density/Total # of Allowed Units	7,556 SF / 1,700 = up to 4.44 units per zoning code; up to 7 units per General Plan ¹ + 35% density bonus ² = up to 10 units can be constructed pursuant to State Density Bonus Standards and BHMC Section 10-3-1526 (BHMC §10-3-2801(A)(1))	8 units
Outdoor Living Space Required	200 SF x 8 units = 1,600 SF (BHMC §10-3-2803)	3,025 SF
Stories/Height	3 Stories/ 33' to roof deck (BHMC §10-3-2804(A)(1))	4 stories / 45' to roof deck

¹For Density Bonus Projects, the density outlined in the General Plan prevails per Government Code Section 65915(o)(2) when there is an inconsistency between the General Plan provisions and the zoning code provisions, as in this case. Per the General Plan Land Use Map, the maximum density for low-medium multi-family residences is 40 dwelling units per acre. Therefore, the General Plan allows (7,556 SF / 43,560)*(40) = 6.9 units, which rounds up to be 7 total units.

²Density Bonus Permit: Since the proposed project would include one very low income apartment, the percentage of affordable units in the project would be 14.3%. The Eligible Density Bonus is a 2.5% bonus for each 1% increase in the number of units above the initial 5% threshold of units affordable to very-low income units (BHMC Section 10-3-1526) for a total density bonus of 43.25% up to a maximum of 35%. The State Density Bonus provides a 35% density bonus whenever 11% or more of the total units are very low income.

According to BHMC Section 10-3-2801(A)(1), for sites zoned for multiple-family residential use that are located within 170 feet from a single-family lot and do not exceed 60 feet in width, one dwelling unit is allowed for each 1,700 square feet of site area. There are single-family homes adjacent to the project site on the east, and the site area does not exceed 60 feet in width. Given the Density Bonus Permit, the proposed project, which includes one very low income apartment, would receive an additional 35% density bonus. Thus, the allowed number of units would increase from 7 to 10. As shown in Table 2 and the Density Bonus Permit footnotes, the proposed eight units would be within the allowed 10 units with receipt of a Density Bonus Permit.

BHMC Section 10-3-2803 requires at least 200 square feet of usable outdoor living space for each dwelling unit in the R-4 zone. For the proposed eight units, the provision of at least 1,600



square feet of outdoor living space (8 units x 200 square feet = 1,600 square feet), not including the front yard of the site, would be required. With 2,381 square feet of common open space on the rooftop, the proposed project would exceed this requirement for usable outdoor living space. Additionally, there is 644 square feet of private open space (77 to 96 square feet for each two bedroom apartment [the one bedroom unit does not have private open space]) in the form of balconies. However, the balconies project into the required 15-foot front yard and 15-foot rear yard by three feet. BHMC Section 10-3-2803C precludes outdoor living space that projects into a required yard above ground level from satisfying the outdoor living space requirements. Moreover, the portions of the balconies that do not project into the required 15 foot front and rear setbacks would not maintain a required depth of at least six feet (BHMC 10-3-2803A). Nevertheless, while the private balconies do not count toward outdoor living space, the 2,381 square foot rooftop space would satisfy the requirement.

The project site is located within Multiple-Family Residential Height District A. According to BHMC Section 10-3-2804(A)(1), structures in this district may not exceed three stories or 33 feet in height. The proposed project would be four stories and 45 feet in height when measured as defined by BHMC Section 10-3-100; however, the project's Density Bonus Permit application includes a density waiver for the additional height and story. Rooftop features include a 15-foot elevator tower that would exceed the 33 foot height limit by 27 feet as well as the elevator height limit by 12 feet. According to BHMC Section 10-3-100, structures enclosing elevator equipment are allowed to exceed the height limit up to 15 feet in height; with approval of the density waiver, the elevator tower would be consistent with height requirements. Moreover, parapets would be 45 inches above the roof, which is in accordance with the 45-inch height limit of parapets and handrails as measured from the roof (BHMC Section 10-3-100).

The General Plan has several land-use policies that are relevant to the proposed project, including the following specifically applicable policies related to community character and quality and economic sustainability. Table 3 presents an evaluation of the project's consistency with applicable Beverly Hills General Plan policies.

Table 3
Consistency with Beverly Hills General Plan Policies

<p>LU 2.1 City Places: Neighborhoods, Districts, and Corridors. Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.</p>	<p><u>Consistent:</u> Surrounding development consists largely of three- to five-story high apartment and condominium buildings. The proposed four-story condominium building would be similar in scale to surrounding development, and would be consistent with the character and quality of the area. The existing neighborhood includes a diverse mix of architectural styles.</p>
<p>LU 2.4 Architectural and Site Design. Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.</p>	<p><u>Consistent:</u> The proposed building would exhibit quality architecture and design. It would be characterized by distinctive modern architecture. The proposed project would use sustainable design and construction practices by virtue of conforming to the City's Green Building Ordinance, whereby the building must be 15% more energy-efficient than minimum state standards and must conserve 20% more water, among other measures.</p>
<p>LU 5.1 Neighborhood Conservation. Maintain the uses, densities, character, amenities, and quality of the City's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and quality of life.</p>	<p><u>Consistent:</u> The proposed project would be consistent with the density requirements for the Multiple Family Residential Zone and would maintain the generally high-quality multi-family housing use that is prevalent in the neighborhood.</p>



Table 3
Consistency with Beverly Hills General Plan Policies

LU 5.2 Infill and Replacement Housing. Accommodate new and renovated housing within existing neighborhoods that is consistent with contextual parcel sizes, densities, built form, and scale.	<u>Consistent:</u> The proposed development of eight housing units on a vacant lot within an existing neighborhood would be consistent with the density, building, form, and scale of the site's surroundings.
LU 7.1 Character and Design. Require that multi-family dwellings and properties be designed to reflect the high level of architectural and landscape quality that distinguishes existing neighborhoods. These may provide for: (a) building facades and entrances that directly address the street, including the use of stoops, porches, and recessed entries; (b) modulation of building volume and masses, avoiding the effect of blank continuous walls; and (c) setback of the ground floor from the sidewalk to provide privacy, a sense of security, and to leave room for landscaping while being open and contributing to a quality pedestrian environment.	<u>Consistent:</u> The proposed project would exhibit quality architecture and design and landscaping. While the entrances would be located on the sides of the building, large windows and balconies would face N. Crescent Drive. The front of the building along N. Crescent Drive would be modulated, with balconies built in on the right for the first three floors and on the left for the fourth floor. The proposed project would include landscaping between sidewalks and the building.
LU 7.2 Amenities. Encourage new multi-family development to provide amenities for residents such as on-site recreational facilities, community meeting spaces, and require useable private open space, public open space, or both.	<u>Consistent:</u> The proposed building would have 3,025 square feet of useable open space, which includes 644 square feet of private open space from unit terraces and 2,381 square feet of shared open space on the roof.
LU 14.2 Site Development. Require that sites and buildings be planned and designed to meet applicable environmental sustainability objectives by: (a) facilitating pedestrian access between properties and access to public transit; (b) providing solar access; (c) assuring natural ventilation; (d) enabling capture and re-use of stormwater and graywater on-site while reducing discharge into the stormwater system; and (e) using techniques consistent with the City's sustainability programs such as the City's Green Building Ordinance.	<u>Consistent:</u> The proposed project would facilitate pedestrian access by including entryways on the north and south ends of the building. Public transit is available on N. Canon Way at Dayton Way. The proposed building would not include solar panels but would allow for potential future addition of solar panels on the roof. Solar access at the adjacent apartment building north of the project site would not be substantially affected. The proposed building is approximately 14 feet taller than the adjacent apartment building to the south, but given the distance and height difference it would not shade it for long enough periods of the day to substantially decrease solar access. The proposed project would be required to comply with existing regulations regarding water quality and develop a Local Stormwater Pollution Prevention Plan (LSWPPP). The proposed project would be consistent with the City's Green Building Ordinance.
LU 14.4 New Construction of Private Buildings. Require that new and substantially renovated buildings be designed and constructed in accordance with the City's sustainability programs such as the City's Green Building Ordinance or comparable criteria to reduce energy, water, and natural resource consumption, minimize construction wastes, use recycled materials, and avoid the use of toxics and hazardous materials.	<u>Consistent:</u> The proposed project would use sustainable design and construction practices by virtue of conforming to the City's Green Building Ordinance, whereby the building must be 15% more energy-efficient than minimum state standards and must conserve 20% more water, among other measures. Landscaping would involve low-water plants.
LU 14.8 Private Development Landscaping Material and Irrigation. Require the use of landscaping materials and irrigation systems that minimize water use and runoff onto public streets and drainage systems.	<u>Consistent:</u> Landscaping for the proposed project would involve drought-tolerant plant materials.

As shown in Table 3, the proposed project would be consistent with applicable General Plan policies. The project would be consistent with applicable General Plan land use designation, General Plan policies, zoning designation, and regulations.



Criterion (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is located on a 0.17-acre parcel within a developed urban neighborhood. It is immediately surrounded by urban uses on all sides.

Criterion (c) *The project site has no value as habitat for endangered, rare, or threatened species.*

The project site is located within a highly developed urban area that lacks habitat that would be suitable for sensitive animal or plant species. In addition, the project site itself has been vacant since 2005. As discussed in Existing Site Conditions, the project site contains ruderal vegetation and grass. This vegetation does not provide habitat for sensitive species due to its small size, lack of native vegetation, and highly urban context.

Criterion (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

The following discussion provides an analysis of the project's potential effects with respect to traffic, noise, air quality, and water quality.

A. TRAFFIC

Trip Generation. The proposed project would involve the construction of an 8-unit building on a 0.17 acre vacant lot.

Trip rates were based on estimates from *Trip Generation*, 9th Edition (Institute of Transportation Engineers [ITE], 2012), which are based on a compilation of empirical trip generation surveys at locations throughout the country to forecast the number of trips that would be generated by the project. The trip rate for "Residential Condo/Townhouse" (ITE code 230) was applied to the proposed condominium building. As shown in Table 4, the project is expected to generate an increase of 46 daily trips, 4 AM peak hour trips, and 4 PM peak hour trips.

Table 4
Trip Generation

Land Use	Units	Daily Trip Rate Per Unit	AM Trip Rate Per Unit	PM Trip Rate Per Unit	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Proposed Project	8	5.81	0.44	0.52	46	4	4

Source: Institute of Transportation Engineers [ITE], *Trip Generation*, 9th Edition, 2012

Traffic Impact Assessment. The City of Beverly Hills has established threshold criteria to determine the significance of traffic impacts on residential street segments. These criteria provide for an allowable increase in average daily trips (ADT) from a project based on the with-project ADT on a given street segment. Thus, if the with-project ADT would exceed 6,750, a project-related increase in traffic volume of up to 6.25% would be allowed (Fehr & Peers CEQA Thresholds Memorandum, 2013). As shown in Table 4, the proposed project would generate an incremental increase in vehicle trips of approximately 46 average daily trips, which includes only 4 AM peak hour trips and 4 PM peak hour trips. Dayton Way, which is north of the project site, and Clifton Way, which is south of the project, both provide access to the alley behind the project site from which residents would enter and exit the underground parking lot. This



analysis conservatively assumes that all vehicle trips associated with the proposed project would occur on either Dayton Way or Clifton Way. If all new trips occurred on Dayton Way, the estimated net gain of 46 average daily trips would only represent an increase of 0.7% over the roadway's existing volume of 6,548 average daily trips (Vaziri, 2016). Similarly, if all new vehicle trips occurred on Clifton Way, the estimated net gain of 46 average daily trips would also only represent an increase of 0.1% over the roadway's existing volume of 4,400 average daily trips (Vaziri, 2016). Therefore, the project's ADT would not exceed the City's allowable increase of 6.25% on residential street segments and is thus not anticipated to trigger a significant impact at nearby intersections or on surrounding street segments.

Site Access. The proposed garage would be accessed from the alley behind the project site, located parallel to N. Crescent Drive and between Dayton Way and Clifton Way. Pedestrians would have direct access to the building from the side entrances off of N. Crescent Drive. No changes would be made to the existing alley that serves two-way traffic from Dayton Way to Clifton Way. The ramps and garage would be subject to all applicable City and Fire Department requirements. Therefore, no significant impacts would occur with regard to site access.

Construction Traffic. Construction traffic impacts could be significant if the project would create a prolonged impact due to lane closure; impede emergency vehicle access; create traffic hazards to bicycles and/or pedestrians; or result in similar substantial impediments to circulation or safety. Based on the following assumptions, it is not anticipated that project construction would cause significant traffic impacts:

- It is anticipated that the construction vehicles, haul trucks, and construction workers would travel along Santa Monica Boulevard or Wilshire Boulevard, which are approved heavy haul routes (Beverly Hills, March 2009). N. Crescent Drive is also an approved route between Santa Monica Boulevard and Burton Way; however, trucks would need to travel on two blocks of N. Crescent Drive south of Burton Way and potentially the alley along the eastern side of the site, which are not approved haul routes to reach the project site. As stated in the Project Description, construction of the project would involve approximately 120 round-trip hauling trips during the grading phase. The proposed 13-month construction schedule would be roughly as follows: one month for mobilization, grading, and excavation; two months for podium construction and completion of the subterranean portion; and ten months for construction of the structure. Thus, over approximately 30 days during the excavation phase, there would be approximately four round-trip haul trips per day, or up to eight per day if excavation and hauling were concentrated in half of that period. Assuming a maximum of eight trips are spread out over a 10 hour construction day (8:00 AM to 6:00 PM in accordance with BHMC), less than one trip would generally occur per hour. If only one truck traveled to or from the project site in any given hour, construction trucks would not significantly disrupt the flow of traffic on Santa Monica Boulevard, Wilshire Boulevard, or N. Crescent Drive.
- The proposed project would not involve road closures that would significantly affect emergency vehicle access or create significant hazards to bicycles and pedestrians.
- The total number of construction trips would generally be staggered throughout the day, with most trips occurring during off-peak hours.

To reduce temporary disruptions on the adjacent roadway network due to construction activities, the project would be subject to the standard City of Beverly Hills condition of approval requiring preparation and approval of a Construction Management Plan prior to the initiation of construction activities. This plan would address the following items:

- Maintain existing access for land uses in proximity of the project site during project construction.
- Schedule deliveries and hauling of construction materials to non-peak travel periods, including night hours and weekends.
- Coordinate deliveries and hauling to reduce the potential of trucks waiting to load or unload for extended periods of time.
- Minimize obstruction of through traffic lanes.
- Meet the requirements of the Community Development and Public Works/Transportation Departments with respect to construction scheduling and coordination with other construction near the project site, heavy hauling and material delivery routing, types of trucks, use limitations per hour, hours of operations, traffic plan submission for different stages, pedestrian and vehicular access, street use permit process, daily street cleanliness and maintenance and safety after work, and parking management for construction workers.

Additionally, on-street parking of construction-related vehicles is not allowed. The maximum number of construction parking spaces would be identified, and the applicant would be required to accommodate parking either at the project site or at a nearby site from which workers would be transported to the site. With the provision of such parking, it is anticipated that for workers traveling to the project site there would be sufficient on-site access. Therefore, no additional management plans for construction workers are necessary.

Finally, it should be noted that construction traffic impacts are temporary by their nature, and would have no effect on traffic and circulation beyond the construction period.

Conclusion. Based on the assessment of traffic impacts and site access above, there would be no significant impacts related to traffic.

B. NOISE

Noise Characteristics and Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual varying levels over a period of time (essentially, L_{eq} is the average sound level).

Noise Standards. The City of Beverly Hills' General Plan incorporates comprehensive goals, policies, and actions related to noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction,

special sources (e.g., radios, musical instrument, animals) and stationary sources (e.g., heating and cooling systems, mechanical rooms).

For traffic-related noise, impacts would be significant if project-generated traffic results in the exposure of sensitive receptors to a perceptible increase in roadway noise. Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more.

Impacts relating to on-site activities are significant when project-related activities create noise exceeding the standards as identified for the applicable noise zone for the project site. The project is located in an area zoned for multi-family residential use. The nearest sensitive receptors to the project site are the adjacent residences located north, east, and south of the project site. Apartment buildings are 11 feet away north and south of the exterior of the proposed condominium building, residences in the mixed-use building are 90 feet to the west, and single-family residences are 20 feet to the east.

Existing Ambient Noise Levels. The primary source of noise in the vicinity of the project site is motor vehicle traffic, including automobiles, trucks, buses, and motorcycles. Among area roadways, N. Crescent Drive produces noise from vehicles and customers at the Whole Foods grocery store directly across from the project site. Secondary sources of roadway noise include traffic on Dayton Way and Clifton Way. While typical rooftop activities such as conversations may occur at nearby residences, traffic is the main contributor to existing ambient noise levels.

To determine existing ambient noise levels on the project site, two 15-minute noise measurements were taken on the project site during AM peak traffic hours. This time period is appropriate to measure peak noise from traffic, the primary source of noise. While the PM peak traffic hours may include additional noise from typical evening rooftop activities such as conversations, the noise would not substantially contribute to existing ambient noise levels compared to traffic. Noise measurements were taken during the AM peak traffic hours between 7:23 AM and 7:58 AM on January 14, 2016, using an ANSI Type II integrating sound level meter. The first noise measurement was located along the western boundary of the project site on N. Crescent Drive across from the Whole Foods. The second noise measurement was located along the eastern boundary of the site by the alley. Figure 6 shows the on-site noise measurement locations, and Table 5 identifies the measured noise levels. As shown in Table 5, noise levels were measured at 67.3 dBA L_{eq} along N. Crescent Drive and 57.4 dBA L_{eq} by the alley.

Table 5
On-Site Noise Measurement Results

Measurement Number	Measurement Location	Primary Noise Sources	Sample Time	L_{eq} (dBA)
1	N. Crescent Drive	Traffic on N. Crescent Drive	Weekday AM peak hour	67.3
2	Alley behind project site	Traffic in alley behind proposed building	Weekday AM peak hour	57.4

*Source: Field visit on January 14, 2016, using ANSI Type II Integrating sound level meter.
Refer to Appendix A for noise monitoring data sheets.*

Construction Noise. The project would result in temporary noise level increases during site preparation, excavation, paving, and building. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy





Noise Measurement Locations

Figure 6

equipment. As shown in Table 6, noise levels associated with heavy equipment typically range from about 76 to 89 dBA at 50 feet from the source, as measured from the property line. Since construction of the proposed building would occur within 11 feet of the nearest sensitive receptors (adjacent apartment buildings), and grading up to the property line could occur within three feet of these buildings, noise levels may be even higher. Pursuant to the City's noise ordinance (BHMC Sections 5-1-202 and 5-1-205), a significant impact would occur if construction activities occurring on the project site would result in an increase of 5 dBA above the ambient level outside the hours permitted by the City's noise ordinance (i.e., between the hours of 6:00 PM and 8:00 AM on weekdays, or at any time on Saturday, Sunday, or a public holiday). Construction work within 500 feet of a residential zone, such as that contemplated for this project, is prohibited on Saturdays. While construction noise would be a short-term annoyance to adjacent residences, it would be temporary and restricted to the hours permitted by the City's noise ordinance. Thus, impacts due to construction noise would be less than significant.

Table 6
Typical Noise Levels at Construction Sites

Equipment	Typical Level (dBA) 50 Feet from the Source
Air Compressor	81
Backhoe	80
Concrete Mixer	85
Paver	89
Saw	76
Scraper	89
Truck	88

Source: Federal Transit Administration, 2006.

Note: Pile drivers are not permitted on-site pursuant to the City of Beverly Hills Building and Safety Department (Ryan Gohlich, personal communication, April 2012).

Construction Vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas most ambient noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from truck pass-bys). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is

smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep (including hotels), and 75 VdB for institutional land uses with primary daytime use (such as churches and schools).

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Table 7 identifies various vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction.

Table 7
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB	
	25 Feet	50 Feet
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

Source: Federal Railroad Administration, 1998

Note: Pile drivers are not permitted on-site pursuant to the City of Beverly Hills Building and Safety Department (Ryan Gohlich, personal communication, April 2012).

Based on the information presented in Table 7, vibration levels could be approximately 87 VdB at the existing residences located 25 feet north and south of the project site. As noted above, impacts would be significant if vibration levels exceeded 72 VdB during recognized sleep hours (as established by the Federal Railway Administration for places where people normally sleep). Though vibration levels may exceed 72 VdB at nearby sensitive receptors, construction activities would be limited to daytime hours between 8:00 AM to 6:00 PM Monday through Friday per BHMC Section 5-1-206. Therefore, vibration levels would not affect residents during sleep hours. In addition, the project would not exceed vibration levels that could potentially damage nearby buildings.

Construction activity would be temporary, and the use of heavy equipment would be primarily limited to the excavation, site preparation, and exterior construction phases. As construction of the outer shell of the building progresses, the building itself would contain much of the construction activity, and the likelihood of utilizing bulldozers and jackhammers decreases. Trucks would still be anticipated to bring construction materials to the site, which may periodically generate vibrations that would be felt by nearby receptors; however, the vibrations would not be likely to persist for long periods. Because vibration would be a temporary impact during construction and would not occur during normal sleep hours, impacts would be less than significant.

Operational Noise. Existing uses near the project site may periodically be subject to noises associated with operation of the proposed project, including noise that is typical of

residential development such as conversations, music, trash hauling, and noise associated with rooftop ventilation and heating systems. For example, outdoor conversations on the rooftop of the proposed condominium building may potentially be heard at adjacent residences. However, this activity would not substantially contribute to average ambient noise levels and would be comparable to similar activity at the existing residential uses on surrounding properties.

In addition, the proposed project would generate traffic noise from vehicles traveling to and from the project site. As shown in Table 4, the proposed project would generate approximately 46 average daily trips, with four AM peak hour trips and four PM peak hour trips. Dayton Way, which is north of the project site, and Clifton Way, which is south of the project, both provide access to the alley behind the project site from which residents would enter and exit the underground parking lot. Assuming that all vehicle trips associated with the proposed project would occur on Dayton Way, the estimated net gain of 46 average daily trips would only represent an increase of 0.7% over the roadway's existing volume of 6,548 average daily trips (Vaziri, 2016). Similarly, assuming that all vehicle trips associated with the proposed project would occur on Clifton Way, the estimated net gain of 46 average daily trips would also only represent an increase of 0.1% over the roadway's existing volume of 4,400 average daily trips (Vaziri, 2016). Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more. Therefore, the minimal amount of traffic generated by the proposed project relative to existing traffic volumes on local roadways would not result in a perceptible increase in roadway noise.

Conclusion. The proposed project is not expected to result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant, based on compliance with the City's time restrictions on construction activities, contained in the City's Municipal Code. The project's operational noise would be similar to noise from other nearby residences, including noise from nearby residences with a similar rooftop use, and would be less than significant in the context of the existing noise in the surrounding area. Therefore, noise-related impacts resulting from implementation of the proposed project would be less than significant.

C. AIR QUALITY

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Commonly found primary criteria pollutants include reactive organic gases (ROG), nitric oxides (NO_x), carbon monoxide (CO), and particulate matter (PM₁₀ and PM_{2.5}). PM₁₀ is particulate matter measuring no more than 10 microns in diameter, while PM_{2.5} is fine particulate matter measuring no more than 2.5 microns in diameter. Because the project site is located within the South Coast Air Basin and falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), this air quality analysis conforms to the methodologies recommended in SCAQMD's CEQA Air Quality Handbook (1993). The following significance thresholds have been recommended by the SCAQMD for project operations within the South Coast Air Basin:

- 55 pounds per day of ROG;
- 55 pounds per day of NO_x;
- 550 pounds per day of CO;
- 150 pounds per day of PM₁₀; and
- 55 pounds per day of PM_{2.5}.

Construction-related air quality impacts are considered significant if emissions associated with construction activity would exceed adopted SCAQMD thresholds. Temporary construction emission thresholds have been recommended by the SCAQMD on a daily basis as follows:

- 75 pounds per day of ROG;
- 100 pounds per day of NO_x;
- 550 pounds per day of CO;
- 150 pounds per day of PM₁₀; and
- 55 pounds per day of PM_{2.5}.

In addition to the regional air quality thresholds shown above, SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into account factors such as ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation, and are not applicable to mobile sources such as cars on a roadway (SCAQMD, Final Localized Significance Threshold Methodology, June 2003). LSTs have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. Since the majority of emissions from a residential project would be generated by vehicle trips on roadways, LSTs for operational emissions would not apply to the proposed project. However, LSTs would apply for construction emissions. Localized LSTs for the 0.17-acre project site were derived through a regression analysis based on the SCAQMD's LSTs for one-acre project sites in SRA 2 for Northwest Coastal LA County.

Operational Emissions. Long-term operational emissions associated with the proposed project are those associated with vehicle trips (mobile emissions) and the use of natural gas, consumer products, and architectural coatings (area source emissions) upon buildout of the project. Heavily congested intersections can lead to long-term mobile emissions that exceed carbon monoxide (CO) standards and lead to CO hotspots. CO hotspots are locations where the federal or state ambient air quality standards could be exceeded because of the concentration of motor vehicles that are idling. Other factors contributing to a CO hotspot include the configuration of the intersection, distance to sensitive receptors, and patterns of air circulation. However, as discussed in the Traffic section, this project would not result in significant increases in traffic at intersections and would not require analysis for CO hotspots, based on Caltrans' Transportation Project CO Protocol Manual.

Pollutant emissions associated with the proposed project (shown in Table 8) were quantified using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, based on the

proposed use and the number of associated vehicle trips generated by the project as discussed above.

Table 8
Estimated Operational Emissions

	Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Emissions from New Condo Building	2.7	0.7	7.2	1.0	0.7
SCAQMD Thresholds	55	55	550	150	50
Exceed Thresholds?	No	No	No	No	No

Source: CalEEMod v. 2013.2.2

Note: Please see Appendix B for complete modeling results. For a conservative estimate of project emissions, construction and operational emissions were modeled and reported for the maximum day during the winter, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates are then compared to the SCAQMD thresholds measured in pounds-per-day. The annual emissions listed in the tables in Appendix B show the average annual emissions in terms of metric tons per year. These estimates are used for analysis of greenhouse gas emissions impacts, since the greenhouse gas emission thresholds are based on metric tons per year.

As shown in Table 8, the emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant and would not significantly affect regional air quality. Therefore, the project would have a less than significant impact on air quality from operational emissions.

Construction Emissions. Development of the proposed project would involve site grading, excavation, new building construction, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Temporary construction emissions from these activities were estimated using CalEEMod, based on the gross amount of proposed new residential space. Table 9 shows the maximum daily construction emissions.

Table 9
Estimated Construction Emissions

	Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	3.2	15.1	12.0	1.9	1.2
SCAQMD Threshold	75	100	550	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No
Localized Significance Thresholds ¹	N/A	103	562	4	3
Exceed LST?	No	No	No	No	No

Source: CalEEMod v. 2013.2.2

¹ Allowable emissions (lbs/day) as a function of receptor distance (25 meters) from site boundary. LST for Source Receptor Area 2: Northwest Coastal LA County.

Source: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>

Note: Please see Appendix B for complete modeling results. For a conservative estimate of project emissions, construction and operational emissions were modeled and reported for the maximum day during the winter, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates are then compared to the SCAQMD thresholds measured in pounds-per-day.

As indicated in Table 9, emissions from construction activities would not exceed SCAQMD daily significance thresholds and would not result in any significant air quality impacts.



Moreover, SCAQMD Rule 403 requires the following measures to reduce fugitive dust; these are required to be implemented at all construction sites located within the South Coast Air Basin:

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Conclusion. The proposed project would not generate significant air quality impacts. Additionally, as discussed in the Traffic section, this project would not result in significant increases in traffic at intersections. Thus, the project would not require analysis for CO hotspots, based on the recommendations contained in Caltrans' Transportation Project CO Protocol Manual.

D. GREENHOUSE GAS EMISSIONS

Climate Change and Greenhouse Gases. Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the "greenhouse effect," which 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 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 warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 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.

GHGs occur naturally and from human activities. Human activities that produce GHGs include the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36%, 148%, and 18%, respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO₂e) per year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2010). Under Tier 2, proposed projects would be less than significant if the project is consistent with an approved GHG reduction plan. Tier 3 includes screening level quantitative thresholds. As the City of Beverly Hills does not have an adopted GHG reduction plan or Climate Action Plan, the proposed project was compared to Tier 3 quantitative thresholds. SCAQMD has a recommended Tier 3 screening level quantitative threshold for all land use types of 3,000 metric tons CO₂e/year.

Proposed Project GHG Emissions. GHG emissions associated with the proposed project were estimated using CalEEMod. The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that onsite development would generate in the largest quantities. Emissions of fluorinated gases, such as HFCs, PFCs, and SF₆ would not be significant since fluorinated gases are primarily associated with industrial processes. Complete CalEEMod results and assumptions can be viewed in Appendix B.

Construction Emissions. Based on the CalEEMod results, construction activity for the project would generate an estimated 199.3 metric tons of CO₂e (as shown in Table 10) during construction. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 6.6 metric tons of CO₂e per year. Emissions from construction are amortized for the purpose of comparison with annual operational emissions over the estimated 30-year life of the project.

Table 10
Estimated Construction Emissions of Greenhouse Gases

	Construction Emissions (CO ₂ e)
Total Emissions	199.3 metric tons
Amortized over 30 years	6.6 metric tons per year

Source: CalEEMod, 2013.2.2. See Appendix B for GHG emission worksheets and assumptions.

Operational Indirect, Stationary Direct, and Mobile Emissions. Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of these sources is discussed below.

Area Source Emissions. Area emissions include consumer product use, the reapplication of architectural coatings, and landscape maintenance equipment. As shown in Table 11, area emissions are estimated at 2.7 metric tons of CO₂e per year.

Energy Use. Operation of the proposed project would consume both electricity and natural gas. Project operation would consume an estimated 74,157 kilowatt-hours [kWh] of electricity and 137,761 thousand British thermal units [kBtu] of natural gas per year (refer to Appendix B). The generation of electricity used by the project would occur at offsite power plants, much of which would be generated by the combustion of fossil fuels that yields CO₂, and to a smaller extent N₂O and CH₄. As discussed above, annual electricity and natural gas emissions was calculated using CalEEMod, which has developed emission factors, based on the mix of fossil-fueled generation plants, hydroelectric power generation, nuclear power generation, and alternative energy sources associated with the regional grid. Electricity consumption associated with the project would generate approximately 21.3 metric tons of CO₂e per year. Natural gas use would generate approximately 7.4 metric tons of CO₂e per year. Thus, overall energy use at the project site would generate an estimated 28.7 metric tons of CO₂e per year.

Solid Waste. The CalEEMod output for greenhouse gas emissions from solid waste relies on current waste disposal rates provided by CalRecycle. The project is assumed to have a waste diversion rate of 78 percent, which is standard in the City of Beverly Hills. Based on this estimate, solid waste associated with the project would generate an estimated 1.7 metric tons of CO₂e per year.

Water Use. Based on the amount of electricity generated in order to supply and convey water for the proposed project, the project would generate an estimated 3.6 metric tons of CO₂e per year.

Transportation. Mobile source GHG emissions were estimated using the average daily trips for the proposed project (see the Traffic section above) and based on the total vehicle miles traveled (VMT) estimated in CalEEMod. The proposed project would generate approximately 180,348 annual VMT. The project would emit an estimated 79.7 metric tons of CO₂e per year from CO₂ and CH₄. CalEEMod does not calculate N₂O emissions related to mobile sources. As such, N₂O emissions were calculated based on the proposed project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol

(January 2009). The proposed project would emit an estimated 3.9 metric tons of CO₂e per year from N₂O. Thus, the total mobile emissions would be 83.6 metric tons of CO₂e per year.

Combined Construction, Stationary and Mobile Source Emissions. Table 11 combines the construction, operational, and mobile GHG emissions associated with development of the proposed project. For the proposed project, the combined annual net emissions are estimated at 126.9 metric tons of CO₂e per year. Thus, GHG emissions associated with the proposed project would not exceed the 3,000 metric tons of CO₂e per year threshold of significance, and impacts on climate change from GHG emissions would be less than significant.

Table 11
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (Metric Tons CO₂e)
Project Construction	6.6
Project Operational	
Area	2.7
Energy	28.7
Solid Waste	1.7
Water	3.6
Project Mobile	
CO ₂ and CH ₄	79.7
N ₂ O	3.9
Total Emissions from Proposed Project	126.9
SCAQMD Threshold	3,000
Exceed Threshold?	No

Source: Tables 2.1, 2.2 and 4.2 in CalEEMod annual worksheets, see Appendix B for calculations and for GHG emission factor assumptions.

Conclusion. Since the combined annual GHG emissions for the project would only be an estimated 126.9 metric tons of CO₂e, the project's emissions would fall below the SCAQMD threshold of 3,000 metric tons of CO₂e. Thus, the proposed project is not expected to generate GHG emissions that would result in a significant impact.

E. WATER QUALITY

Urban runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms, and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water.

Currently, the project site is pervious, as it is mostly covered with dirt and ruderal vegetation. Stormwater runoff that does not infiltrate on site currently enters storm drains on N. Crescent



Drive and flows to existing City drainage facilities. The project would replace the pervious surface with impervious paving and a new building, increasing the quantity and speed of stormwater runoff. Low Impact Development (LID) practices minimize impacts on water quality by requiring Best Management Practices (BMPs) to be utilized to control pollutant discharge. This applies to all new development projects that are at least one acre in size and to certain redevelopment projects (BHMC 9-4-508). Although the project site is only 0.17 acres, the project falls under the category of a redevelopment project for land-disturbing activities that create, add, or replace 5,000 square feet or more of impervious surface area; therefore, the project would be subject to the current municipal National Pollutant Discharge Elimination System (NPDES) permit (BHMC 9-4-508(C)(2)(a)).

Conclusion. The proposed project would be required to comply with the current municipal NPDES permit LID requirements. Since the project would be in compliance with BMPs during construction and permanent LID measures for ongoing operation, the impacts related to water quality would be less than significant.

Criterion (e) *The site can be adequately served by all required utilities and public services.*

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Beverly Hills provides water, sewer, and solid waste collection services to the existing residential buildings and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers. Thus, the project meets this criterion for exemption.

Historic Resources. State CEQA Guidelines Section 15300.2 states that a categorical exemption “shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.” There are no buildings or structures on the project site. In the Beverly Hills Historic Resources Survey 1985-1986, the nearest property with historic importance is the Music Corporation of America office at 360 N. Crescent Drive, one block north of the project site. These offices are considered a fine example of corporate architecture from the 1930s with an elegant Colonial Revival style (Beverly Hills, 1986). Because the proposed four-story condominium would be located one block away and surrounded by three- and four-story residential buildings, it would not adversely affect the visual context of this potentially eligible historic resource or any other historic resources.

Conclusion. The proposed would not have a significant impact on historic resources.

5. SUMMARY

Based on this analysis, the proposed 250 N. Crescent Drive Condominium Project meets all criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines*.



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Vaziri, Bijan. Senior Transportation Engineer, City of Beverly Hills. February 23, 2016.



Appendix A

Noise Measurement Results

AMBIENT NOISE SURVEY DATA SHEET

Project: N Crescent Condos
 Date: 1/14/16
 Operator: Skylar Murphy

Job Number: 15-01686

Station: <u>1</u> Measurement No. <u>1</u> Wind: <u>30</u> mph Direction: _____ Temperature: <u>57°F</u> Cloud Cover Class Daytime <input type="checkbox"/> 1 - Overcast >80% <input type="checkbox"/> 2 - Light 20-80% <input checked="" type="checkbox"/> 3 - Sunny <20% Nighttime <input type="checkbox"/> 4 - Clear <50% <input type="checkbox"/> 5 - Overcast >50% Primary Noise Source: <u>N Crescent</u> Distance: <u>170 feet</u> Secondary Noise Sources: <u>Dayton Way</u> Notes: <u>7:29-7:30 people talking in Alley; 7:33 Motorcycle</u> <u>7:37 Backing up Vehicle</u> Traffic LDA/T: _____ MDT: _____ HDT: _____ Leq: <u>57.4</u> L(10): <u>61.2</u> Lmin: <u>47.7</u> L(33): _____ Lmax: <u>76.2</u> L(50): <u>52.5</u> Peak: <u>86.9</u> L(90): <u>49.3</u> <u>3PLPD 103.4</u> Calibration Start: <u>97.1</u> dB End: <u>94</u> dB Response: <input type="checkbox"/> Slow <input type="checkbox"/> Fast <input type="checkbox"/> Peak <input type="checkbox"/> Impulse Weighting: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> Linear Octave Filter: <input type="checkbox"/> NA <input type="checkbox"/> _____ Hz	Station: <u>2</u> Measurement No. <u>1</u> Wind: <u>0</u> mph Direction: _____ Temperature: <u>54.6</u> Cloud Cover Class Daytime <input type="checkbox"/> 1 - Overcast >80% <input type="checkbox"/> 2 - Light 20-80% <input checked="" type="checkbox"/> 3 - Sunny <20% Nighttime <input type="checkbox"/> 4 - Clear <50% <input type="checkbox"/> 5 - Overcast >50% Primary Noise Source: <u>N Crescent</u> Distance: <u>25 feet</u> Secondary Noise Sources: _____ Notes: <u>7:43 Garbage Truck</u> <u>7:46 Garbage Truck</u> <u>7:54 Garbage truck 7:55 horn</u> Traffic LDA/T: _____ MDT: _____ HDT: _____ Leq: <u>67.3</u> L(10): <u>69.7</u> Lmin: <u>51.5</u> L(33): _____ Lmax: <u>87.9</u> L(50): <u>64.3</u> Peak: <u>96.8</u> L(90): <u>57.8</u> <u>703.4</u> Calibration Start: _____ dB End: _____ dB Response: <input type="checkbox"/> Slow <input type="checkbox"/> Fast <input type="checkbox"/> Peak <input type="checkbox"/> Impulse Weighting: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> Linear Octave Filter: <input type="checkbox"/> NA <input type="checkbox"/> _____ Hz
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Note: Provide Sketch of Location on Back.

- Freq weight : A
 - Time weight : FAST
 - Level Range : 40-100
 - Max dB : 87.8 - 2016/01/14 07:51:19
 - Level Range : 40-100
 - SEL : 96.8
 - Leq : 67.3
 -

No.s	Date Time	(dB)				
1	2016/01/14 07:43:06	61.0	62.9	63.3	64.1	67.4
6	2016/01/14 07:43:11	67.5	64.3	64.5	67.3	62.9
11	2016/01/14 07:43:16	62.5	61.6	60.4	61.6	63.8
16	2016/01/14 07:43:21	63.2	67.0	63.9	68.6	66.6
21	2016/01/14 07:43:26	71.3	70.9	70.5	70.1	66.1
26	2016/01/14 07:43:31	61.4	61.7	64.8	62.9	62.7
31	2016/01/14 07:43:36	62.5	62.3	65.8	63.1	62.8
36	2016/01/14 07:43:41	65.3	66.8	67.3	67.9	70.6
41	2016/01/14 07:43:46	69.3	69.8	66.4	68.7	65.5
46	2016/01/14 07:43:51	65.1	66.7	69.3	70.2	68.7
51	2016/01/14 07:43:56	67.7	65.1	63.0	62.8	62.5
56	2016/01/14 07:44:01	62.1	62.8	62.4	63.9	65.2
61	2016/01/14 07:44:06	65.4	65.7	66.8	66.7	65.6
66	2016/01/14 07:44:11	63.8	63.9	63.9	63.8	64.0
71	2016/01/14 07:44:16	67.1	65.3	63.9	63.7	67.7
76	2016/01/14 07:44:21	62.7	63.7	63.9	63.6	64.1
81	2016/01/14 07:44:26	64.1	64.2	64.0	64.6	66.0
86	2016/01/14 07:44:31	66.0	65.5	64.5	64.7	64.1
91	2016/01/14 07:44:36	63.8	63.4	63.3	63.1	64.4
96	2016/01/14 07:44:41	67.7	65.9	65.2	64.4	64.6
101	2016/01/14 07:44:46	66.8	67.7	68.7	68.0	69.0
106	2016/01/14 07:44:51	67.2	70.8	67.0	66.6	64.9
111	2016/01/14 07:44:56	64.1	63.5	64.1	63.4	64.1
116	2016/01/14 07:45:01	64.6	64.5	64.4	64.2	63.3
121	2016/01/14 07:45:06	63.1	63.3	63.7	62.9	63.1
126	2016/01/14 07:45:11	62.4	62.9	62.8	62.7	62.6
131	2016/01/14 07:45:16	62.6	63.2	63.4	63.0	63.5
136	2016/01/14 07:45:21	63.5	63.3	63.7	63.1	63.5
141	2016/01/14 07:45:26	63.3	64.0	68.5	64.7	63.6
146	2016/01/14 07:45:31	63.2	62.5	64.7	64.6	65.2
151	2016/01/14 07:45:36	71.1	64.9	64.1	63.4	63.3
156	2016/01/14 07:45:41	64.3	66.0	67.1	70.5	70.3
161	2016/01/14 07:45:46	71.6	72.6	73.0	75.9	72.5
166	2016/01/14 07:45:51	68.1	68.8	70.9	69.9	71.3
171	2016/01/14 07:45:56	71.1	71.0	72.9	70.1	76.7
176	2016/01/14 07:46:01	70.5	72.0	72.1	74.5	69.4
181	2016/01/14 07:46:06	64.0	82.2	69.3	66.1	66.2
186	2016/01/14 07:46:11	66.0	66.9	65.5	66.3	66.5
191	2016/01/14 07:46:16	66.6	66.0	68.0	65.5	66.2
196	2016/01/14 07:46:21	66.7	67.2	66.8	66.5	66.8
201	2016/01/14 07:46:26	66.8	68.1	65.6	67.0	66.9
206	2016/01/14 07:46:31	67.2	66.7	67.2	66.7	67.4
211	2016/01/14 07:46:36	67.1	66.8	67.1	67.4	66.8
216	2016/01/14 07:46:41	67.0	66.3	67.1	67.2	67.6
221	2016/01/14 07:46:46	67.9	67.8	68.8	68.3	68.3
226	2016/01/14 07:46:51	68.2	67.5	67.0	67.4	73.8
231	2016/01/14 07:46:56	69.6	67.8	67.2	66.3	66.4
236	2016/01/14 07:47:01	67.7	66.3	65.7	66.2	67.2
241	2016/01/14 07:47:06	66.3	66.9	65.9	66.7	69.5
246	2016/01/14 07:47:11	68.5	66.5	66.5	65.4	65.7
251	2016/01/14 07:47:16	65.6	65.3	65.1	65.2	65.3
256	2016/01/14 07:47:21	65.6	65.6	66.4	66.4	64.5
261	2016/01/14 07:47:26	66.0	69.7	66.2	65.4	65.8
266	2016/01/14 07:47:31	65.2	65.6	65.0	65.4	65.7
271	2016/01/14 07:47:36	64.6	65.9	65.8	66.3	65.7
276	2016/01/14 07:47:41	66.3	69.9	68.6	69.1	70.1
281	2016/01/14 07:47:46	73.3	72.4	71.0	71.6	69.8
286	2016/01/14 07:47:51	70.8	73.1	73.5	74.1	75.4
291	2016/01/14 07:47:56	76.7	72.7	71.0	70.5	70.4
296	2016/01/14 07:48:01	65.5	62.5	62.1	64.4	66.8
301	2016/01/14 07:48:06	66.2	66.2	69.2	65.2	69.2
306	2016/01/14 07:48:11	65.6	63.4	63.8	65.2	57.1
311	2016/01/14 07:48:16	55.4	56.0	56.8	57.6	59.6
316	2016/01/14 07:48:21	58.9	58.2	58.8	60.3	62.7
321	2016/01/14 07:48:26	60.5	60.4	68.8	64.7	67.3
326	2016/01/14 07:48:31	65.0	62.7	61.3	60.4	59.6
331	2016/01/14 07:48:36	57.1	56.9	56.9	57.6	60.8
336	2016/01/14 07:48:41	63.3	66.0	66.8	67.3	69.2
341	2016/01/14 07:48:46	69.1	67.2	67.1	65.1	62.6
346	2016/01/14 07:48:51	63.0	63.1	61.7	64.6	71.2
351	2016/01/14 07:48:56	65.1	63.8	60.7	59.1	60.4
356	2016/01/14 07:49:01	57.1	63.6	56.9	56.3	56.8
361	2016/01/14 07:49:06	58.5	59.2	58.4	58.1	59.2
366	2016/01/14 07:49:11	56.9	59.7	61.9	63.4	61.9
371	2016/01/14 07:49:16	64.5	62.5	62.9	63.6	66.1
376	2016/01/14 07:49:21	63.0	60.6	61.0	62.3	62.1
381	2016/01/14 07:49:26	61.4	62.1	64.4	64.1	65.4
386	2016/01/14 07:49:31	65.8	66.3	67.3	67.0	68.6
391	2016/01/14 07:49:36	69.9	71.5	74.9	78.9	79.9
396	2016/01/14 07:49:41	75.9	78.1	75.4	72.0	72.1
401	2016/01/14 07:49:46	70.8	68.9	68.9	71.3	68.7
406	2016/01/14 07:49:51	68.1	67.0	69.0	68.7	66.8
411	2016/01/14 07:49:56	68.3	62.2	61.3	58.4	60.0
416	2016/01/14 07:50:01	59.6	59.9	60.0	61.6	63.2
421	2016/01/14 07:50:06	64.5	67.4	67.4	67.1	72.0

426	2016/01/14	07:50:11	64.0	62.1	60.1	59.2	58.4
431	2016/01/14	07:50:16	58.3	58.6	59.5	59.5	60.5
436	2016/01/14	07:50:21	63.8	64.4	61.1	60.3	60.5
441	2016/01/14	07:50:26	61.0	60.8	60.3	61.0	63.3
446	2016/01/14	07:50:31	66.7	62.6	61.7	59.9	60.8
451	2016/01/14	07:50:36	60.5	59.6	59.8	61.4	64.8
456	2016/01/14	07:50:41	66.5	61.9	61.6	62.8	64.0
461	2016/01/14	07:50:46	64.3	63.2	62.8	67.4	71.3
466	2016/01/14	07:50:51	68.6	69.2	65.1	62.6	61.3
471	2016/01/14	07:50:56	59.9	57.5	56.1	55.9	55.8
476	2016/01/14	07:51:01	55.5	58.1	57.4	59.1	61.2
481	2016/01/14	07:51:06	63.4	64.6	66.3	71.4	68.0
486	2016/01/14	07:51:11	68.0	66.0	66.5	66.6	66.9
491	2016/01/14	07:51:16	69.7	68.5	70.9	76.9	86.2
496	2016/01/14	07:51:21	80.2	73.7	71.1	65.6	64.4
501	2016/01/14	07:51:26	61.0	62.9	62.3	59.8	60.4
506	2016/01/14	07:51:31	59.9	60.4	63.2	64.3	61.8
511	2016/01/14	07:51:36	62.6	65.6	65.9	68.1	67.1
516	2016/01/14	07:51:41	66.2	65.2	64.9	64.3	67.6
521	2016/01/14	07:51:46	65.2	68.8	65.9	64.0	63.3
526	2016/01/14	07:51:51	59.7	60.3	61.2	62.1	69.3
531	2016/01/14	07:51:56	64.1	61.8	61.6	59.3	58.7
536	2016/01/14	07:52:01	59.1	60.2	59.3	63.1	64.1
541	2016/01/14	07:52:06	64.2	64.7	66.0	67.1	65.0
546	2016/01/14	07:52:11	65.3	70.9	67.6	64.7	60.8
551	2016/01/14	07:52:16	59.7	59.1	59.7	61.0	62.9
556	2016/01/14	07:52:21	62.6	61.1	63.8	60.3	62.9
561	2016/01/14	07:52:26	62.4	67.6	71.0	80.2	74.6
566	2016/01/14	07:52:31	72.9	67.7	75.0	69.7	64.4
571	2016/01/14	07:52:36	59.4	58.8	78.2	64.5	68.0
576	2016/01/14	07:52:41	67.2	67.3	68.6	77.0	70.2
581	2016/01/14	07:52:46	67.5	64.3	65.3	65.6	65.2
586	2016/01/14	07:52:51	68.3	71.9	70.7	69.4	67.4
591	2016/01/14	07:52:56	71.4	69.4	69.9	63.0	61.1
596	2016/01/14	07:53:01	62.1	61.8	65.7	63.9	64.5
601	2016/01/14	07:53:06	60.5	59.1	61.1	61.2	63.2
606	2016/01/14	07:53:11	64.0	65.7	62.1	61.0	62.4
611	2016/01/14	07:53:16	61.5	61.1	64.9	66.9	61.5
616	2016/01/14	07:53:21	61.9	59.8	57.3	56.8	58.7
621	2016/01/14	07:53:26	57.1	56.8	53.6	54.2	54.5
626	2016/01/14	07:53:31	55.8	55.6	54.9	52.8	53.0
631	2016/01/14	07:53:36	54.5	57.3	56.6	57.1	59.7
636	2016/01/14	07:53:41	62.1	62.5	65.0	69.1	65.7
641	2016/01/14	07:53:46	67.7	72.6	66.9	68.1	71.7
646	2016/01/14	07:53:51	65.8	65.7	65.8	68.3	63.1
651	2016/01/14	07:53:56	61.6	60.1	59.4	59.7	59.1
656	2016/01/14	07:54:01	62.0	64.5	62.4	59.8	61.7
661	2016/01/14	07:54:06	58.8	56.3	58.2	59.3	59.6
666	2016/01/14	07:54:11	58.7	55.1	55.2	56.1	55.2
671	2016/01/14	07:54:16	57.2	57.8	59.6	71.8	58.1
676	2016/01/14	07:54:21	70.9	62.6	73.6	61.7	57.5
681	2016/01/14	07:54:26	57.8	56.8	60.5	57.7	57.2
686	2016/01/14	07:54:31	57.4	56.1	57.1	58.8	61.9
691	2016/01/14	07:54:36	64.5	65.6	63.6	66.0	67.2
696	2016/01/14	07:54:41	66.2	66.4	68.7	70.5	70.9
701	2016/01/14	07:54:46	69.2	69.5	68.5	68.3	70.5
706	2016/01/14	07:54:51	66.0	68.0	65.3	63.7	63.9
711	2016/01/14	07:54:56	64.2	76.2	65.8	67.5	65.3
716	2016/01/14	07:55:01	65.6	65.9	68.4	67.0	71.9
721	2016/01/14	07:55:06	67.8	65.6	61.7	58.8	59.9
726	2016/01/14	07:55:11	56.9	56.7	61.2	85.7	60.6
731	2016/01/14	07:55:16	61.1	59.0	58.4	58.7	61.1
736	2016/01/14	07:55:21	61.2	60.2	61.7	63.3	66.8
741	2016/01/14	07:55:26	65.1	63.6	60.6	59.8	63.7
746	2016/01/14	07:55:31	57.1	58.2	60.9	63.4	66.8
751	2016/01/14	07:55:36	63.0	64.7	63.1	66.0	66.5
756	2016/01/14	07:55:41	65.0	66.1	67.2	66.7	68.7
761	2016/01/14	07:55:46	67.8	69.4	69.0	69.4	69.6
766	2016/01/14	07:55:51	68.6	70.2	66.9	68.7	65.7
771	2016/01/14	07:55:56	66.1	68.8	65.9	63.7	66.4
776	2016/01/14	07:56:01	71.7	61.5	61.3	57.8	63.8
781	2016/01/14	07:56:06	69.8	62.0	61.8	62.8	65.9
786	2016/01/14	07:56:11	66.8	64.4	65.3	64.3	67.5
791	2016/01/14	07:56:16	62.4	59.7	59.6	58.3	58.3
796	2016/01/14	07:56:21	59.2	57.6	58.4	58.1	58.5
801	2016/01/14	07:56:26	62.5	65.0	58.9	55.8	55.5
806	2016/01/14	07:56:31	54.9	54.1	55.5	54.5	52.6
811	2016/01/14	07:56:36	54.6	55.8	59.2	61.3	62.3
816	2016/01/14	07:56:41	64.6	67.0	67.4	68.9	69.1
821	2016/01/14	07:56:46	64.8	66.4	67.3	62.8	60.1
826	2016/01/14	07:56:51	60.6	58.8	57.7	56.8	57.2
831	2016/01/14	07:56:56	56.8	58.3	55.7	55.8	58.4
836	2016/01/14	07:57:01	58.9	60.2	61.1	62.3	61.7
841	2016/01/14	07:57:06	60.8	60.3	60.5	60.4	56.1
846	2016/01/14	07:57:11	55.3	57.2	58.2	58.1	57.8
851	2016/01/14	07:57:16	56.7	60.2	59.9	59.3	59.1
856	2016/01/14	07:57:21	59.7	61.0	63.6	63.2	60.8
861	2016/01/14	07:57:26	59.6	58.9	57.9	56.2	56.6
866	2016/01/14	07:57:31	54.5	54.8	55.7	57.7	58.3
871	2016/01/14	07:57:36	60.0	61.8	68.0	64.1	62.3
876	2016/01/14	07:57:41	62.2	62.5	59.8	59.1	58.8
881	2016/01/14	07:57:46	58.8	59.0	59.3	60.0	61.3
886	2016/01/14	07:57:51	63.0	67.1	66.7	68.1	72.1
891	2016/01/14	07:57:56	68.5	68.2	68.7	68.3	67.5
896	2016/01/14	07:58:01	67.0	65.1	63.8	64.3	65.0

- Freq Weight : A
 - Time weight : FAST
 - Level Range : 40-100
 - Max dB : 76.3 - 2016/01/14 07:29:59
 - Level Range : 40-100
 - SEL : 86.9
 - Leq : 57.4
 -

No.s	Date Time	(dB)					
359	2016/01/14 07:28:56	61.4	59.1	61.6	61.9	60.6	
364	2016/01/14 07:29:01	60.1	59.4	60.2	60.2	61.7	
369	2016/01/14 07:29:06	62.4	65.3	60.2	62.0	59.7	
374	2016/01/14 07:29:11	59.8	60.2	61.6	59.8	59.6	
379	2016/01/14 07:29:16	62.6	62.5	61.8	60.8	64.2	
384	2016/01/14 07:29:21	60.5	64.7	61.4	60.0	60.8	
389	2016/01/14 07:29:26	55.8	55.8	56.4	55.6	55.6	
394	2016/01/14 07:29:31	53.7	59.7	59.8	58.0	54.7	
399	2016/01/14 07:29:36	61.2	52.7	64.9	60.3	58.9	
404	2016/01/14 07:29:41	62.3	67.9	62.6	60.1	64.4	
409	2016/01/14 07:29:46	61.8	60.9	58.5	62.9	62.2	
414	2016/01/14 07:29:51	61.8	66.6	66.8	65.4	61.8	
419	2016/01/14 07:29:56	58.6	57.0	67.7	63.2	60.4	
424	2016/01/14 07:30:01	63.9	64.8	60.2	58.4	62.4	
429	2016/01/14 07:30:06	58.2	60.4	67.6	52.9	55.4	
434	2016/01/14 07:30:11	65.9	55.5	54.7	65.1	63.7	
439	2016/01/14 07:30:16	63.7	59.3	69.9	61.8	65.1	
444	2016/01/14 07:30:21	67.4	61.6	68.5	63.2	58.2	
449	2016/01/14 07:30:26	58.4	58.7	53.3	60.7	54.1	
454	2016/01/14 07:30:31	60.2	54.6	59.6	60.5	61.7	
459	2016/01/14 07:30:36	61.8	59.5	59.7	66.0	60.0	
464	2016/01/14 07:30:41	60.0	58.2	60.8	63.6	70.5	
469	2016/01/14 07:30:46	66.6	65.1	58.3	56.5	53.6	
474	2016/01/14 07:30:51	52.5	53.7	56.4	59.8	57.2	
479	2016/01/14 07:30:56	56.7	53.9	52.8	52.6	51.3	
484	2016/01/14 07:31:01	50.7	50.0	49.8	49.8	49.8	
489	2016/01/14 07:31:06	48.8	49.6	50.6	50.4	49.4	
494	2016/01/14 07:31:11	49.3	50.1	48.9	49.5	49.7	
499	2016/01/14 07:31:16	49.9	50.0	50.6	50.5	51.3	
504	2016/01/14 07:31:21	52.5	51.4	50.7	49.7	49.5	
509	2016/01/14 07:31:26	49.3	49.4	49.3	48.8	50.1	
514	2016/01/14 07:31:31	49.4	48.9	49.0	48.9	49.3	
519	2016/01/14 07:31:36	49.3	50.4	51.3	51.6	53.5	
524	2016/01/14 07:31:41	55.1	59.0	59.6	60.5	59.4	
529	2016/01/14 07:31:46	58.2	58.1	57.3	56.3	56.5	
534	2016/01/14 07:31:51	55.5	55.1	53.3	52.4	50.7	
539	2016/01/14 07:31:56	50.3	49.7	51.9	51.5	52.0	
544	2016/01/14 07:32:01	55.7	51.8	51.4	50.5	51.0	
549	2016/01/14 07:32:06	53.0	52.4	53.1	53.2	54.2	
554	2016/01/14 07:32:11	56.0	55.1	56.1	57.0	55.8	
559	2016/01/14 07:32:16	55.6	54.3	54.0	53.5	53.5	
564	2016/01/14 07:32:21	53.4	56.0	53.9	53.5	52.5	
569	2016/01/14 07:32:26	52.1	52.0	52.6	52.6	51.6	
574	2016/01/14 07:32:31	50.3	49.7	49.9	50.9	50.1	
579	2016/01/14 07:32:36	50.5	52.7	53.4	54.5	56.5	
584	2016/01/14 07:32:41	57.8	59.2	58.6	59.3	59.5	
589	2016/01/14 07:32:46	58.5	61.7	56.0	55.0	53.9	
594	2016/01/14 07:32:51	52.5	51.9	53.8	56.0	57.6	
599	2016/01/14 07:32:56	58.2	57.3	56.2	56.4	57.6	
604	2016/01/14 07:33:01	59.1	58.9	62.0	63.9	63.2	
609	2016/01/14 07:33:06	63.2	61.3	62.8	52.3	51.7	
614	2016/01/14 07:33:11	52.0	52.9	52.8	55.5	56.7	
619	2016/01/14 07:33:16	57.4	59.1	55.5	53.7	54.1	
624	2016/01/14 07:33:21	56.3	57.1	52.8	51.7	51.5	
629	2016/01/14 07:33:26	51.9	50.1	51.4	50.4	50.5	
634	2016/01/14 07:33:31	51.4	50.8	50.0	51.9	51.2	
639	2016/01/14 07:33:36	52.6	51.9	51.8	55.4	51.8	
644	2016/01/14 07:33:41	52.0	54.1	54.2	55.3	55.9	
649	2016/01/14 07:33:46	55.8	55.7	55.8	57.9	57.1	
654	2016/01/14 07:33:51	56.7	59.0	56.9	55.9	54.5	
659	2016/01/14 07:33:56	51.6	51.5	52.5	51.1	50.1	
664	2016/01/14 07:34:01	51.6	49.8	49.7	50.9	51.9	
669	2016/01/14 07:34:06	52.1	49.3	49.4	49.9	50.0	
674	2016/01/14 07:34:11	49.8	51.0	50.5	50.4	51.3	
679	2016/01/14 07:34:16	51.7	51.1	50.2	51.1	52.0	
684	2016/01/14 07:34:21	53.3	52.3	53.3	52.0	54.1	
689	2016/01/14 07:34:26	54.5	54.8	54.7	56.2	55.5	
694	2016/01/14 07:34:31	54.5	53.0	51.6	51.5	50.5	
699	2016/01/14 07:34:36	50.8	50.5	51.6	50.6	51.3	
704	2016/01/14 07:34:41	50.7	52.3	52.6	54.9	55.8	
709	2016/01/14 07:34:46	60.0	58.7	58.9	55.5	53.5	
714	2016/01/14 07:34:51	51.7	49.8	50.5	49.7	49.3	
719	2016/01/14 07:34:56	49.8	49.4	50.0	49.9	49.2	
724	2016/01/14 07:35:01	49.3	49.2	49.3	48.5	50.1	
729	2016/01/14 07:35:06	49.1	49.5	50.3	50.5	50.1	
734	2016/01/14 07:35:11	51.1	50.6	49.9	49.9	49.8	
739	2016/01/14 07:35:16	50.0	50.2	50.5	50.9	51.5	
744	2016/01/14 07:35:21	51.9	51.1	50.9	50.0	49.6	
749	2016/01/14 07:35:26	49.3	49.9	49.8	49.7	50.0	
754	2016/01/14 07:35:31	49.4	49.7	50.2	50.2	50.4	
759	2016/01/14 07:35:36	49.0	49.6	49.8	49.9	49.8	
764	2016/01/14 07:35:41	50.0	50.4	50.0	49.6	51.0	
769	2016/01/14 07:35:46	49.1	49.3	49.6	52.8	50.2	
774	2016/01/14 07:35:51	49.0	49.5	50.2	49.1	50.0	
779	2016/01/14 07:35:56	50.5	51.5	50.0	49.7	51.6	

784	2016/01/14	07:36:01	50.1	49.5	48.9	48.9	48.9
789	2016/01/14	07:36:06	48.9	48.6	48.5	49.6	50.3
794	2016/01/14	07:36:11	49.5	50.1	50.2	50.2	50.1
799	2016/01/14	07:36:16	49.4	50.3	48.8	49.4	50.0
804	2016/01/14	07:36:21	50.8	51.8	53.4	54.8	54.6
809	2016/01/14	07:36:26	54.1	53.6	53.5	52.8	52.3
814	2016/01/14	07:36:31	54.8	56.8	53.9	52.6	52.0
819	2016/01/14	07:36:36	53.1	52.8	52.7	51.9	53.3
824	2016/01/14	07:36:41	54.0	55.7	58.7	58.6	58.9
829	2016/01/14	07:36:46	58.7	57.3	56.2	56.3	56.2
834	2016/01/14	07:36:51	56.4	57.5	56.4	57.2	56.4
839	2016/01/14	07:36:56	56.4	55.2	53.3	51.5	51.1
844	2016/01/14	07:37:01	49.8	50.7	49.3	62.5	64.4
849	2016/01/14	07:37:06	60.4	60.3	60.1	59.1	62.2
854	2016/01/14	07:37:11	61.6	64.5	63.9	51.5	50.1
859	2016/01/14	07:37:16	49.9	49.7	49.1	49.4	49.3
864	2016/01/14	07:37:21	49.8	49.9	49.9	49.8	50.9
869	2016/01/14	07:37:26	49.2	50.1	50.1	49.4	50.0
874	2016/01/14	07:37:31	49.7	49.7	53.6	49.8	50.4
879	2016/01/14	07:37:36	49.9	51.2	53.2	53.8	55.4
884	2016/01/14	07:37:41	58.9	60.4	60.7	61.2	60.7
889	2016/01/14	07:37:46	59.9	58.6	58.8	57.2	56.9
894	2016/01/14	07:37:51	55.2	55.2	55.5	57.3	54.6
899	2016/01/14	07:37:56	53.4	58.3	56.7	56.0	54.1
4	2016/01/14	07:23:01	54.5	53.2	56.3	52.8	63.8
9	2016/01/14	07:23:06	64.1	56.4	54.9	53.5	51.3
14	2016/01/14	07:23:11	50.7	59.4	49.8	49.7	51.2
19	2016/01/14	07:23:16	52.7	51.8	53.3	52.0	52.5
24	2016/01/14	07:23:21	52.6	54.3	53.4	52.6	55.5
29	2016/01/14	07:23:26	50.4	49.4	49.6	50.2	51.5
34	2016/01/14	07:23:31	50.5	49.3	50.2	52.4	49.4
39	2016/01/14	07:23:36	49.8	50.8	52.2	51.1	52.8
44	2016/01/14	07:23:41	52.2	54.1	56.2	54.8	54.4
49	2016/01/14	07:23:46	55.2	53.0	55.1	57.2	55.4
54	2016/01/14	07:23:51	54.9	55.8	54.4	52.5	52.3
59	2016/01/14	07:23:56	50.6	51.3	49.7	51.0	49.6
64	2016/01/14	07:24:01	49.8	50.1	50.2	51.1	54.7
69	2016/01/14	07:24:06	53.3	52.2	52.2	51.6	51.7
74	2016/01/14	07:24:11	50.4	48.7	49.1	48.8	48.7
79	2016/01/14	07:24:16	48.8	48.8	49.6	50.2	49.5
84	2016/01/14	07:24:21	49.1	49.3	48.5	48.9	48.6
89	2016/01/14	07:24:26	48.9	50.6	50.3	52.1	49.7
94	2016/01/14	07:24:31	49.5	50.0	50.1	50.2	51.0
99	2016/01/14	07:24:36	52.1	52.5	53.5	53.7	54.4
104	2016/01/14	07:24:41	53.9	54.9	58.4	59.7	59.9
109	2016/01/14	07:24:46	59.5	57.3	55.9	55.3	55.8
114	2016/01/14	07:24:51	56.5	55.9	55.9	55.0	54.7
119	2016/01/14	07:24:56	54.4	53.4	53.4	53.3	50.7
124	2016/01/14	07:25:01	52.8	48.7	49.0	49.7	50.1
129	2016/01/14	07:25:06	52.0	50.9	50.4	50.7	48.3
134	2016/01/14	07:25:11	48.5	50.1	48.6	48.8	50.6
139	2016/01/14	07:25:16	48.9	48.9	48.5	50.1	48.8
144	2016/01/14	07:25:21	48.0	49.4	49.6	49.8	51.7
149	2016/01/14	07:25:26	51.0	51.6	51.1	54.2	53.3
154	2016/01/14	07:25:31	51.5	51.5	50.5	50.0	50.0
159	2016/01/14	07:25:36	50.3	50.5	51.8	50.1	50.9
164	2016/01/14	07:25:41	51.2	50.0	50.0	51.0	50.5
169	2016/01/14	07:25:46	50.6	49.5	51.6	49.4	51.0
174	2016/01/14	07:25:51	49.4	54.7	53.2	53.7	57.6
179	2016/01/14	07:25:56	55.8	56.5	51.6	50.6	49.1
184	2016/01/14	07:26:01	49.0	48.9	48.8	48.7	49.7
189	2016/01/14	07:26:06	49.0	49.6	49.9	50.1	49.5
194	2016/01/14	07:26:11	49.9	49.0	50.6	49.8	49.3
199	2016/01/14	07:26:16	50.3	50.6	50.8	50.9	50.0
204	2016/01/14	07:26:21	50.5	52.0	51.5	50.4	49.3
209	2016/01/14	07:26:26	48.8	49.0	52.2	49.4	48.6
214	2016/01/14	07:26:31	48.9	48.4	49.1	48.9	49.6
219	2016/01/14	07:26:36	52.6	51.6	51.9	53.9	56.8
224	2016/01/14	07:26:41	56.1	61.0	55.3	52.5	52.2
229	2016/01/14	07:26:46	50.5	49.5	48.7	48.7	48.8
234	2016/01/14	07:26:51	49.6	59.1	51.2	52.0	52.9
239	2016/01/14	07:26:56	53.1	55.2	55.9	54.9	55.6
244	2016/01/14	07:27:01	56.7	58.0	54.7	53.0	50.5
249	2016/01/14	07:27:06	49.2	48.0	48.3	48.9	48.3
254	2016/01/14	07:27:11	48.9	48.6	48.6	48.8	49.0
259	2016/01/14	07:27:16	49.1	49.8	49.3	49.3	49.2
264	2016/01/14	07:27:21	49.2	49.7	50.2	51.8	54.2
269	2016/01/14	07:27:26	53.3	53.9	53.9	53.9	52.1
274	2016/01/14	07:27:31	51.2	51.8	52.7	53.8	56.4
279	2016/01/14	07:27:36	58.6	59.1	59.6	57.9	55.7
284	2016/01/14	07:27:41	54.2	53.8	54.2	54.1	55.4
289	2016/01/14	07:27:46	57.3	57.9	56.1	54.9	55.4
294	2016/01/14	07:27:51	54.0	54.1	52.1	51.8	51.1
299	2016/01/14	07:27:56	50.2	49.6	49.0	49.0	49.6
304	2016/01/14	07:28:01	50.0	50.0	49.6	49.2	49.4
309	2016/01/14	07:28:06	49.4	49.5	49.8	50.1	51.8
314	2016/01/14	07:28:11	55.0	54.0	55.4	57.2	58.4
319	2016/01/14	07:28:16	57.2	58.5	58.6	61.8	67.6
324	2016/01/14	07:28:21	66.6	62.5	63.0	63.0	62.1
329	2016/01/14	07:28:26	62.4	66.0	62.9	62.0	63.7
334	2016/01/14	07:28:31	61.2	64.8	61.0	60.5	64.1
339	2016/01/14	07:28:36	63.8	61.3	63.6	60.8	65.5
344	2016/01/14	07:28:41	63.7	61.3	63.4	62.7	64.1
349	2016/01/14	07:28:46	62.3	62.6	61.9	61.6	61.0
354	2016/01/14	07:28:51	64.0	61.9	61.5	60.8	63.2
359	2016/01/14	07:28:56	61.4	59.1	61.6	61.9	60.6
364	2016/01/14	07:29:01	60.1	59.4	60.2	60.2	61.7
369	2016/01/14	07:29:06	62.4	65.3	60.2	62.0	59.7
374	2016/01/14	07:29:11	59.8	60.2	61.6	59.8	59.6

379	2016/01/14	07:29:16	62.6	62.5	61.8	60.8	64.2
384	2016/01/14	07:29:21	60.5	64.7	61.4	60.0	60.8
389	2016/01/14	07:29:26	55.8	55.8	56.4	55.6	55.6
394	2016/01/14	07:29:31	53.7	59.7	59.8	58.0	54.7
399	2016/01/14	07:29:36	61.2	52.7	64.9	60.3	58.9
404	2016/01/14	07:29:41	62.3	67.9	62.6	60.1	64.4
409	2016/01/14	07:29:46	61.8	60.9	58.5	62.9	62.2
414	2016/01/14	07:29:51	61.8	66.6	66.8	65.4	61.8
419	2016/01/14	07:29:56	58.6	57.0	67.7	63.2	60.4
424	2016/01/14	07:30:01	63.9	64.8	60.2	58.4	62.4
429	2016/01/14	07:30:06	58.2	60.4	67.6	52.9	55.4
434	2016/01/14	07:30:11	65.9	55.5	54.7	65.1	63.7
439	2016/01/14	07:30:16	63.7	59.3	69.9	61.8	65.1
444	2016/01/14	07:30:21	67.4	61.6	68.5	63.2	58.2
449	2016/01/14	07:30:26	58.4	58.7	53.3	60.7	54.1
454	2016/01/14	07:30:31	60.2	54.6	59.6	60.5	61.7
459	2016/01/14	07:30:36	61.8	59.5	59.7	66.0	60.0
464	2016/01/14	07:30:41	60.0	58.2	60.8	63.6	70.5
469	2016/01/14	07:30:46	66.6	65.1	58.3	56.5	53.6
474	2016/01/14	07:30:51	52.5	53.7	56.4	59.8	57.2
479	2016/01/14	07:30:56	56.7	53.9	52.8	52.6	51.3
484	2016/01/14	07:31:01	50.7	50.0	49.8	49.8	49.8
489	2016/01/14	07:31:06	48.8	49.6	50.6	50.4	49.4
494	2016/01/14	07:31:11	49.3	50.1	48.9	49.5	49.7
499	2016/01/14	07:31:16	49.9	50.0	50.6	50.5	51.3
504	2016/01/14	07:31:21	52.5	51.4	50.7	49.7	49.5
509	2016/01/14	07:31:26	49.3	49.4	49.3	48.8	50.1
514	2016/01/14	07:31:31	49.4	48.9	49.0	48.9	49.3
519	2016/01/14	07:31:36	49.3	50.4	51.3	51.6	53.5
524	2016/01/14	07:31:41	55.1	59.0	59.6	60.5	59.4
529	2016/01/14	07:31:46	58.2	58.1	57.3	56.3	56.5
534	2016/01/14	07:31:51	55.5	55.1	53.3	52.4	50.7
539	2016/01/14	07:31:56	50.3	49.7	51.9	51.5	52.0
544	2016/01/14	07:32:01	55.7	51.8	51.4	50.5	51.0
549	2016/01/14	07:32:06	53.0	52.4	53.1	53.2	54.2
554	2016/01/14	07:32:11	56.0	55.1	56.1	57.0	55.8
559	2016/01/14	07:32:16	55.6	54.3	54.0	53.5	53.5
564	2016/01/14	07:32:21	53.4	56.0	53.9	53.5	52.5
569	2016/01/14	07:32:26	52.1	52.0	52.6	52.6	51.6
574	2016/01/14	07:32:31	50.3	49.7	49.9	50.9	50.1
579	2016/01/14	07:32:36	50.5	52.7	53.4	54.5	56.5
584	2016/01/14	07:32:41	57.8	59.2	58.6	59.3	59.5
589	2016/01/14	07:32:46	58.5	61.7	56.0	55.0	53.9
594	2016/01/14	07:32:51	52.5	51.9	53.8	56.0	57.6
599	2016/01/14	07:32:56	58.2	57.3	56.2	56.4	57.6
604	2016/01/14	07:33:01	59.1	58.9	62.0	63.9	63.2
609	2016/01/14	07:33:06	63.2	61.3	62.8	52.3	51.7
614	2016/01/14	07:33:11	52.0	52.9	52.8	55.5	56.7
619	2016/01/14	07:33:16	57.4	59.1	55.5	53.7	54.1
624	2016/01/14	07:33:21	56.3	57.1	52.8	51.7	51.5
629	2016/01/14	07:33:26	51.9	50.1	51.4	50.4	50.5
634	2016/01/14	07:33:31	51.4	50.8	50.0	51.9	51.2
639	2016/01/14	07:33:36	52.6	51.9	51.8	55.4	51.8
644	2016/01/14	07:33:41	52.0	54.1	54.2	55.3	55.9
649	2016/01/14	07:33:46	55.8	55.7	55.8	57.9	57.1
654	2016/01/14	07:33:51	56.7	59.0	56.9	55.9	54.5
659	2016/01/14	07:33:56	51.6	51.5	52.5	51.1	50.1
664	2016/01/14	07:34:01	51.6	49.8	49.7	50.9	51.9
669	2016/01/14	07:34:06	52.1	49.3	49.4	49.9	50.0
674	2016/01/14	07:34:11	49.8	51.0	50.5	50.4	51.3
679	2016/01/14	07:34:16	51.7	51.1	50.2	51.1	52.0
684	2016/01/14	07:34:21	53.3	52.3	53.3	52.0	54.1
689	2016/01/14	07:34:26	54.5	54.8	54.7	56.2	55.5
694	2016/01/14	07:34:31	54.5	53.0	51.6	51.5	50.5
699	2016/01/14	07:34:36	50.8	50.5	51.6	50.6	51.3
704	2016/01/14	07:34:41	50.7	52.3	52.6	54.9	55.8
709	2016/01/14	07:34:46	60.0	58.7	58.9	55.5	53.5
714	2016/01/14	07:34:51	51.7	49.8	50.5	49.7	49.3
719	2016/01/14	07:34:56	49.8	49.4	50.0	49.9	49.2
724	2016/01/14	07:35:01	49.3	49.2	49.3	48.5	50.1
729	2016/01/14	07:35:06	49.1	49.5	50.3	50.5	50.1
734	2016/01/14	07:35:11	51.1	50.6	49.9	49.9	49.8
739	2016/01/14	07:35:16	50.0	50.2	50.5	50.9	51.5
744	2016/01/14	07:35:21	51.9	51.1	50.9	50.0	49.6
749	2016/01/14	07:35:26	49.3	49.9	49.8	49.7	50.0
754	2016/01/14	07:35:31	49.4	49.7	50.2	50.2	50.4
759	2016/01/14	07:35:36	49.0	49.6	49.8	49.9	49.8
764	2016/01/14	07:35:41	50.0	50.4	50.0	49.6	51.0
769	2016/01/14	07:35:46	49.1	49.3	49.6	52.8	50.2
774	2016/01/14	07:35:51	49.0	49.5	50.2	49.1	50.0
779	2016/01/14	07:35:56	50.5	51.5	50.0	49.7	51.6
784	2016/01/14	07:36:01	50.1	49.5	48.9	48.9	48.9
789	2016/01/14	07:36:06	48.9	48.6	48.5	49.6	50.3
794	2016/01/14	07:36:11	49.5	50.1	50.2	50.2	50.1
799	2016/01/14	07:36:16	49.4	50.3	48.8	49.4	50.0
804	2016/01/14	07:36:21	50.8	51.8	53.4	54.8	54.6
809	2016/01/14	07:36:26	54.1	53.6	53.5	52.8	52.3
814	2016/01/14	07:36:31	54.8	56.8	53.9	52.6	52.0
819	2016/01/14	07:36:36	53.1	52.8	52.7	51.9	53.3
824	2016/01/14	07:36:41	54.0	55.7	58.7	58.6	58.9
829	2016/01/14	07:36:46	58.7	57.3	56.2	56.3	56.2
834	2016/01/14	07:36:51	56.4	57.5	56.4	57.2	56.4
839	2016/01/14	07:36:56	56.4	55.2	53.3	51.5	51.1
844	2016/01/14	07:37:01	49.8	50.7	49.3	62.5	64.4
849	2016/01/14	07:37:06	60.4	60.3	60.1	59.1	62.2
854	2016/01/14	07:37:11	61.6	64.5	63.9	51.5	50.1
859	2016/01/14	07:37:16	49.9	49.7	49.1	49.4	49.3
864	2016/01/14	07:37:21	49.8	49.9	49.9	49.8	50.9
869	2016/01/14	07:37:26	49.2	50.1	50.1	49.4	50.0

874	2016/01/14 07:37:31	49.7	49.7	53.6	49.8	50.4
879	2016/01/14 07:37:36	49.9	51.2	53.2	53.8	55.4
884	2016/01/14 07:37:41	58.9	60.4	60.7	61.2	60.7
889	2016/01/14 07:37:46	59.9	58.6	58.8	57.2	56.9
894	2016/01/14 07:37:51	55.2	55.2	55.5	57.3	54.6
899	2016/01/14 07:37:56	53.4	58.3			



Appendix B

Air Quality and Greenhouse Gas Emissions Results

250 N. Crescent Drive Condominium Project
Los Angeles-South Coast County, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	15.00	Space	0.13	6,000.00	0
Condo/Townhouse	8.00	Dwelling Unit	0.50	8,000.00	23

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No demolition; begin architectural coating halfway during construction; used given construction schedule

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	135.00
tblConstructionPhase	NumDays	100.00	260.00
tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	PhaseEndDate	8/24/2018	2/22/2018
tblConstructionPhase	PhaseEndDate	2/16/2018	2/18/2018
tblConstructionPhase	PhaseEndDate	3/1/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	2/19/2018	8/18/2017
tblConstructionPhase	PhaseStartDate	2/23/2018	2/19/2018
tblGrading	MaterialExported	0.00	2,400.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.1552	15.0691	11.5936	0.0228	1.0936	1.0321	1.8686	0.5048	0.9634	1.2423	0.0000	2,227.6939	2,227.6939	0.3915	0.0000	2,235.9152
2018	2.9213	13.1562	10.3316	0.0170	0.2236	0.8593	0.9636	0.0593	0.8026	0.8358	0.0000	1,578.2958	1,578.2958	0.3878	0.0000	1,586.4390
Total	6.0765	28.2253	21.9252	0.0398	1.3171	1.8914	2.8521	0.5640	1.7661	2.0781	0.0000	3,805.9897	3,805.9897	0.7793	0.0000	3,822.3542

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.1552	15.0691	11.5936	0.0228	1.0936	1.0321	1.8686	0.5048	0.9634	1.2423	0.0000	2,227.6939	2,227.6939	0.3915	0.0000	2,235.9152
2018	2.9213	13.1562	10.3316	0.0170	0.2236	0.8593	0.9636	0.0593	0.8026	0.8358	0.0000	1,578.2958	1,578.2958	0.3878	0.0000	1,586.4390
Total	6.0765	28.2253	21.9252	0.0398	1.3171	1.8914	2.8521	0.5640	1.7661	2.0781	0.0000	3,805.9897	3,805.9897	0.7793	0.0000	3,822.3542
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	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219
Energy	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Mobile	0.2076	0.6129	2.4789	6.3400e-003	0.4157	9.1100e-003	0.4248	0.1112	8.3800e-003	0.1195		541.3371	541.3371	0.0214		541.7860
Total	2.6613	0.7087	7.1830	0.0130	0.4157	0.6267	1.0423	0.1112	0.6258	0.7378	74.9354	730.9321	805.8674	0.2469	5.9890e-003	812.8814

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	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219
Energy	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Mobile	0.2076	0.6129	2.4789	6.3400e-003	0.4157	9.1100e-003	0.4248	0.1112	8.3800e-003	0.1195		541.3371	541.3371	0.0214		541.7860
Total	2.6613	0.7087	7.1830	0.0130	0.4157	0.6267	1.0423	0.1112	0.6258	0.7378	74.9354	730.9321	805.8674	0.2469	5.9890e-003	812.8814

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
2	Grading	Grading	1/17/2017	2/17/2017	5	24	
3	Building Construction	Building Construction	2/18/2017	2/18/2018	5	260	
4	Architectural Coating	Architectural Coating	8/18/2017	2/22/2018	5	135	
5	Paving	Paving	2/19/2018	2/23/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 9,000; Non-Residential Outdoor: 3,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	300.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	8.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	1.2694	12.6852	7.2319	9.3300e-003	0.5303	0.7705	1.3007	0.0573	0.7089	0.7661		955.8663	955.8663	0.2929		962.0167

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	0.0200	0.0254	0.3143	7.3000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		59.1514	59.1514	3.0900e-003		59.2163
Total	0.0200	0.0254	0.3143	7.3000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		59.1514	59.1514	3.0900e-003		59.2163

3.2 Site Preparation - 2017**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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089	0.0000	955.8663	955.8663	0.2929		962.0167
Total	1.2694	12.6852	7.2319	9.3300e-003	0.5303	0.7705	1.3007	0.0573	0.7089	0.7661	0.0000	955.8663	955.8663	0.2929		962.0167

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	0.0200	0.0254	0.3143	7.3000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		59.1514	59.1514	3.0900e-003		59.2163
Total	0.0200	0.0254	0.3143	7.3000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		59.1514	59.1514	3.0900e-003		59.2163

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7641	0.0000	0.7641	0.4155	0.0000	0.4155			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.813 1	1,183.813 1	0.2333		1,188.711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7641	0.7266	1.4907	0.4155	0.6930	1.1085		1,183.813 1	1,183.813 1	0.2333		1,188.711 8

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	0.2082	3.2184	2.3826	9.3300e-003	0.2177	0.0474	0.2651	0.0596	0.0436	0.1032		925.5780	925.5780	6.8200e-003		925.7213
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		118.3028	118.3028	6.1800e-003		118.4326
Total	0.2482	3.2691	3.0111	0.0108	0.3295	0.0484	0.3779	0.0893	0.0445	0.1338		1,043.880 8	1,043.880 8	0.0138		1,044.153 9

3.3 Grading - 2017

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					0.7641	0.0000	0.7641	0.4155	0.0000	0.4155			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.813 1	1,183.813 1	0.2333		1,188.711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7641	0.7266	1.4907	0.4155	0.6930	1.1085	0.0000	1,183.813 1	1,183.813 1	0.2333		1,188.711 8

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	0.2082	3.2184	2.3826	9.3300e-003	0.2177	0.0474	0.2651	0.0596	0.0436	0.1032		925.5780	925.5780	6.8200e-003		925.7213
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		118.3028	118.3028	6.1800e-003		118.4326
Total	0.2482	3.2691	3.0111	0.0108	0.3295	0.0484	0.3779	0.0893	0.0445	0.1338		1,043.880 8	1,043.880 8	0.0138		1,044.153 9

3.4 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9

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	0.0154	0.1596	0.1909	4.4000e-004	0.0125	2.4400e-003	0.0149	3.5500e-003	2.2400e-003	5.7900e-003		43.3408	43.3408	3.1000e-004		43.3474
Worker	0.0320	0.0406	0.5028	1.1600e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		94.6422	94.6422	4.9500e-003		94.7461
Total	0.0474	0.2001	0.6937	1.6000e-003	0.1019	3.2500e-003	0.1052	0.0273	2.9900e-003	0.0303		137.9830	137.9830	5.2800e-003		138.0934

3.4 Building Construction - 2017**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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159,531.0	1,159,531.0	0.3553		1,166,991.9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159,531.0	1,159,531.0	0.3553		1,166,991.9

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	0.0154	0.1596	0.1909	4.4000e-004	0.0125	2.4400e-003	0.0149	3.5500e-003	2.2400e-003	5.7900e-003		43.3408	43.3408	3.1000e-004		43.3474
Worker	0.0320	0.0406	0.5028	1.1600e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		94.6422	94.6422	4.9500e-003		94.7461
Total	0.0474	0.2001	0.6937	1.6000e-003	0.1019	3.2500e-003	0.1052	0.0273	2.9900e-003	0.0303		137.9830	137.9830	5.2800e-003		138.0934

3.4 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032

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	0.0145	0.1467	0.1824	4.4000e-004	0.0125	2.3000e-003	0.0148	3.5500e-003	2.1100e-003	5.6600e-003		42.6249	42.6249	3.1000e-004		42.6315
Worker	0.0288	0.0368	0.4569	1.1600e-003	0.0894	7.8000e-004	0.0902	0.0237	7.3000e-004	0.0244		91.1789	91.1789	4.5900e-003		91.2754
Total	0.0434	0.1835	0.6392	1.6000e-003	0.1019	3.8800e-003	0.1050	0.0273	2.8400e-003	0.0301		133.8038	133.8038	4.9000e-003		133.9068

3.4 Building Construction - 2018**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	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032

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	0.0145	0.1467	0.1824	4.4000e-004	0.0125	2.3000e-003	0.0148	3.5500e-003	2.1100e-003	5.6600e-003		42.6249	42.6249	3.1000e-004		42.6315
Worker	0.0288	0.0368	0.4569	1.1600e-003	0.0894	7.8000e-004	0.0902	0.0237	7.3000e-004	0.0244		91.1789	91.1789	4.5900e-003		91.2754
Total	0.0434	0.1835	0.6392	1.6000e-003	0.1019	3.8800e-003	0.1050	0.0273	2.8400e-003	0.0301		133.8038	133.8038	4.9000e-003		133.9068

3.5 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	1.8258	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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	8.0000e-003	0.0101	0.1257	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		23.6606	23.6606	1.2400e-003		23.6865
Total	8.0000e-003	0.0101	0.1257	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		23.6606	23.6606	1.2400e-003		23.6865

3.5 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	1.8258	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

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	8.0000e-003	0.0101	0.1257	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		23.6606	23.6606	1.2400e-003		23.6865
Total	8.0000e-003	0.0101	0.1257	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		23.6606	23.6606	1.2400e-003		23.6865

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	1.7921	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

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	7.2100e-003	9.2000e-003	0.1142	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		22.7947	22.7947	1.1500e-003		22.8188
Total	7.2100e-003	9.2000e-003	0.1142	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		22.7947	22.7947	1.1500e-003		22.8188

3.5 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	1.7921	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

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	7.2100e-003	9.2000e-003	0.1142	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		22.7947	22.7947	1.1500e-003		22.8188
Total	7.2100e-003	9.2000e-003	0.1142	2.9000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		22.7947	22.7947	1.1500e-003		22.8188

3.6 Paving - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054,214.5	1,054,214.5	0.2968		1,060,446.2
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054,214.5	1,054,214.5	0.2968		1,060,446.2

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	0.0649	0.0828	1.0280	2.6200e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		205.1524	205.1524	0.0103		205.3695
Total	0.0649	0.0828	1.0280	2.6200e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		205.1524	205.1524	0.0103		205.3695

3.6 Paving - 2018**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	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054,214.5	1,054,214.5	0.2968		1,060,446.2
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054,214.5	1,054,214.5	0.2968		1,060,446.2

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	0.0649	0.0828	1.0280	2.6200e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		205.1524	205.1524	0.0103		205.3695
Total	0.0649	0.0828	1.0280	2.6200e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		205.1524	205.1524	0.0103		205.3695

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	0.2076	0.6129	2.4789	6.3400e-003	0.4157	9.1100e-003	0.4248	0.1112	8.3800e-003	0.1195		541.3371	541.3371	0.0214		541.7860
Unmitigated	0.2076	0.6129	2.4789	6.3400e-003	0.4157	9.1100e-003	0.4248	0.1112	8.3800e-003	0.1195		541.3371	541.3371	0.0214		541.7860

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	52.72	57.28	48.56	180,348	180,348
Enclosed Parking Structure	0.00	0.00	0.00		
Total	52.72	57.28	48.56	180,348	180,348

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

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	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
NaturalGas Unmitigated	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735

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					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	377.428	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Total		4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735

5.2 Energy by Land Use - Natural Gas**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	0.377428	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Enclosed Parking Structure	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
Total		4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735

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	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219
Unmitigated	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219

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	0.0552					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	2.0963	0.0532	4.0211	6.4000e-003		0.6111	0.6111		0.6110	0.6110	74.9354	144.0000	218.9354	0.2235	5.0900e-003	225.2049
Landscaping	0.0209	7.7900e-003	0.6682	3.0000e-005		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		1.1917	1.1917	1.2000e-003		1.2169
Total	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219

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	0.0552					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	2.0963	0.0532	4.0211	6.4000e-003		0.6111	0.6111		0.6110	0.6110	74.9354	144.0000	218.9354	0.2235	5.0900e-003	225.2049
Landscaping	0.0209	7.7900e-003	0.6682	3.0000e-005		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		1.1917	1.1917	1.2000e-003		1.2169
Total	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

250 N. Crescent Drive Condominium Project
Los Angeles-South Coast County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	15.00	Space	0.13	6,000.00	0
Condo/Townhouse	8.00	Dwelling Unit	0.50	8,000.00	23

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2017

Utility Company Southern California Edison

CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No demolition; begin architectural coating halfway during construction; used given construction schedule

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	135.00
tblConstructionPhase	NumDays	100.00	260.00
tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	PhaseEndDate	8/24/2018	2/22/2018
tblConstructionPhase	PhaseEndDate	2/16/2018	2/18/2018
tblConstructionPhase	PhaseEndDate	3/1/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	2/19/2018	8/18/2017
tblConstructionPhase	PhaseStartDate	2/23/2018	2/19/2018
tblGrading	MaterialExported	0.00	2,400.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.1583	15.0786	11.9509	0.0227	1.0936	1.0322	1.8687	0.5048	0.9635	1.2424	0.0000	2,218.8704	2,218.8704	0.3915	0.0000	2,227.0918
2018	2.9239	13.1648	10.3357	0.0168	0.2236	0.8594	0.9636	0.0593	0.8027	0.8358	0.0000	1,571.5260	1,571.5260	0.3878	0.0000	1,579.6695
Total	6.8822	28.2433	22.2866	0.0395	1.3171	1.8915	2.8523	0.5640	1.7661	2.8782	0.0000	3,790.3964	3,790.3964	0.7793	0.0000	3,806.7613

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.1583	15.0786	11.9509	0.0227	1.0936	1.0322	1.8687	0.5048	0.9635	1.2424	0.0000	2,218.8704	2,218.8704	0.3915	0.0000	2,227.0918
2018	2.9239	13.1648	10.3357	0.0168	0.2236	0.8594	0.9636	0.0593	0.8027	0.8358	0.0000	1,571.5260	1,571.5260	0.3878	0.0000	1,579.6695
Total	6.8822	28.2433	22.2866	0.0395	1.3171	1.8915	2.8523	0.5640	1.7661	2.8782	0.0000	3,790.3964	3,790.3964	0.7793	0.0000	3,806.7613

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219
Energy	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Mobile	0.2173	0.6462	2.4703	6.0500e-003	0.4157	9.1400e-003	0.4248	0.1112	8.4100e-003	0.1198		517.7711	517.7711	0.0214		518.2203
Total	2.6718	0.7419	7.1744	0.0127	0.4157	0.6267	1.8423	0.1112	0.6259	0.7378	74.9354	189.5948	264.5304	0.2468	5.9900e-003	279.3158

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	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219
Energy	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Mobile	0.2173	0.6462	2.4703	6.0500e-003	0.4157	9.1400e-003	0.4248	0.1112	8.4100e-003	0.1198		517.7711	517.7711	0.0214		518.2203
Total	2.6718	0.7419	7.1744	0.0127	0.4157	0.6267	1.8423	0.1112	0.6259	0.7378	74.9354	189.5948	264.5304	0.2468	5.9900e-003	279.3158

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
2	Grading	Grading	1/17/2017	2/17/2017	5	24	
3	Building Construction	Building Construction	2/18/2017	2/18/2018	5	260	
4	Architectural Coating	Architectural Coating	8/18/2017	2/22/2018	5	135	
5	Paving	Paving	2/19/2018	2/23/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 9,000; Non-Residential Outdoor: 3,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	69	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	300.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	8.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	1.2694	12.6852	7.2319	9.3300e-003	0.5303	0.7705	1.3007	0.0573	0.7089	0.7661		955.8663	955.8663	0.2929		962.0167

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	0.0208	0.0281	0.2939	6.9000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		55.8268	55.8268	3.0900e-003		55.8917
Total	0.0208	0.0281	0.2939	6.9000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		55.8268	55.8268	3.0900e-003		55.8917

3.2 Site Preparation - 2017**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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089	0.0000	955.8663	955.8663	0.2929		962.0167
Total	1.2694	12.6852	7.2319	9.3300e-003	0.5303	0.7705	1.3007	0.0573	0.7089	0.7661	0.0000	955.8663	955.8663	0.2929		962.0167

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	0.0208	0.0281	0.2939	6.9000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		55.8268	55.8268	3.0900e-003		55.8917
Total	0.0208	0.0281	0.2939	6.9000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153		55.8268	55.8268	3.0900e-003		55.8917

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7641	0.0000	0.7641	0.4155	0.0000	0.4155			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.813 1	1,183.813 1	0.2333		1,188.711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7641	0.7266	1.4907	0.4155	0.6930	1.1085		1,183.813 1	1,183.813 1	0.2333		1,188.711 8

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	0.2194	3.3314	2.7806	9.3100e-003	0.2177	0.0475	0.2652	0.0596	0.0437	0.1033		923.4037	923.4037	6.9100e-003		923.5488
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834
Total	0.2610	3.3876	3.3684	0.0107	0.3295	0.0485	0.3780	0.0893	0.0446	0.1339		1,035.057 2	1,035.057 2	0.0131		1,035.332 2

3.3 Grading - 2017

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					0.7641	0.0000	0.7641	0.4155	0.0000	0.4155			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.813 1	1,183.813 1	0.2333		1,188.711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7641	0.7266	1.4907	0.4155	0.6930	1.1085	0.0000	1,183.813 1	1,183.813 1	0.2333		1,188.711 8

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	0.2194	3.3314	2.7806	9.3100e-003	0.2177	0.0475	0.2652	0.0596	0.0437	0.1033		923.4037	923.4037	6.9100e-003		923.5488
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834
Total	0.2610	3.3876	3.3684	0.0107	0.3295	0.0485	0.3780	0.0893	0.0446	0.1339		1,035.057 2	1,035.057 2	0.0131		1,035.332 2

3.4 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9

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	0.0169	0.1635	0.2348	4.4000e-004	0.0125	2.4600e-003	0.0149	3.5500e-003	2.2600e-003	5.8200e-003		42.9801	42.9801	3.2000e-004		42.9869
Worker	0.0332	0.0450	0.4702	1.1000e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		89.3228	89.3228	4.9500e-003		89.4267
Total	0.0502	0.2084	0.7050	1.5400e-003	0.1019	3.2700e-003	0.1852	0.0273	3.0100e-003	0.0303		132.3030	132.3030	5.2700e-003		132.4138

3.4 Building Construction - 2017**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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159,531.0	1,159,531.0	0.3553		1,166,991.9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159,531.0	1,159,531.0	0.3553		1,166,991.9

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	0.0169	0.1635	0.2348	4.4000e-004	0.0125	2.4600e-003	0.0149	3.5500e-003	2.2600e-003	5.8200e-003		42.9801	42.9801	3.2000e-004		42.9869
Worker	0.0332	0.0450	0.4702	1.1000e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		89.3228	89.3228	4.9500e-003		89.4267
Total	0.0502	0.2084	0.7050	1.5400e-003	0.1019	3.2700e-003	0.1852	0.0273	3.0100e-003	0.0303		132.3030	132.3030	5.2700e-003		132.4138

3.4 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032

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	0.0159	0.1502	0.2258	4.4000e-004	0.0125	2.3200e-003	0.0148	3.5500e-003	2.1300e-003	5.6800e-003		42.2696	42.2696	3.2000e-004		42.2763
Worker	0.0299	0.0408	0.4254	1.1000e-003	0.0894	7.8000e-004	0.0902	0.0237	7.3000e-004	0.0244		86.0473	86.0473	4.5900e-003		86.1438
Total	0.0457	0.1910	0.6512	1.5400e-003	0.1019	3.1000e-003	0.1050	0.0273	2.8600e-003	0.0301		128.3169	128.3169	4.9100e-003		128.4201

3.4 Building Construction - 2018**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	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032

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	0.0159	0.1502	0.2258	4.4000e-004	0.0125	2.3200e-003	0.0148	3.5500e-003	2.1300e-003	5.6800e-003		42.2696	42.2696	3.2000e-004		42.2763
Worker	0.0299	0.0408	0.4254	1.1000e-003	0.0894	7.8000e-004	0.0902	0.0237	7.3000e-004	0.0244		86.0473	86.0473	4.5900e-003		86.1438
Total	0.0457	0.1910	0.6512	1.5400e-003	0.1019	3.1000e-003	0.1050	0.0273	2.8600e-003	0.0301		128.3169	128.3169	4.9100e-003		128.4201

3.5 Architectural Coating - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	1.8258	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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	8.3100e-003	0.0112	0.1176	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		22.3307	22.3307	1.2400e-003		22.3567
Total	8.3100e-003	0.0112	0.1176	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		22.3307	22.3307	1.2400e-003		22.3567

3.5 Architectural Coating - 2017**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	1.8258	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

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	8.3100e-003	0.0112	0.1176	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		22.3307	22.3307	1.2400e-003		22.3567
Total	8.3100e-003	0.0112	0.1176	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.9000e-004	6.1200e-003		22.3307	22.3307	1.2400e-003		22.3567

3.5 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	1.7921	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

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	7.4600e-003	0.0102	0.1064	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		21.5118	21.5118	1.1500e-003		21.5360
Total	7.4600e-003	0.0102	0.1064	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		21.5118	21.5118	1.1500e-003		21.5360

3.5 Architectural Coating - 2018**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.4935					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	1.7921	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

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	7.4600e-003	0.0102	0.1064	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		21.5118	21.5118	1.1500e-003		21.5360
Total	7.4600e-003	0.0102	0.1064	2.7000e-004	0.0224	2.0000e-004	0.0226	5.9300e-003	1.8000e-004	6.1100e-003		21.5118	21.5118	1.1500e-003		21.5360

3.6 Paving - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054.2145	1,054.2145	0.2968		1,060.4462
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054.2145	1,054.2145	0.2968		1,060.4462

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	0.0672	0.0918	0.9572	2.4700e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		193.6065	193.6065	0.0103		193.8236
Total	0.0672	0.0918	0.9572	2.4700e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		193.6065	193.6065	0.0103		193.8236

3.6 Paving - 2018**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	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054.2145	1,054.2145	0.2968		1,060.4462
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054.2145	1,054.2145	0.2968		1,060.4462

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	0.0672	0.0918	0.9572	2.4700e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		193.6065	193.6065	0.0103		193.8236
Total	0.0672	0.0918	0.9572	2.4700e-003	0.2012	1.7700e-003	0.2030	0.0534	1.6300e-003	0.0550		193.6065	193.6065	0.0103		193.8236

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	0.2173	0.6462	2.4703	6.0500e-003	0.4157	9.1400e-003	0.4248	0.1112	8.4100e-003	0.1196		517.7711	517.7711	0.0214		518.2203
Unmitigated	0.2173	0.6462	2.4703	6.0500e-003	0.4157	9.1400e-003	0.4248	0.1112	8.4100e-003	0.1196		517.7711	517.7711	0.0214		518.2203

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	52.72	57.28	48.56	180,348	180,348
Enclosed Parking Structure	0.00	0.00	0.00		
Total	52.72	57.28	48.56	180,348	180,348

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

5. 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					
Natural Gas Mitigated	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Natural Gas Unmitigated	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas 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					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	377.428	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735
Total		4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.6735

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	0.377428	4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.8735
Enclosed Parking Structure	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
Total		4.0700e-003	0.0348	0.0148	2.2000e-004		2.8100e-003	2.8100e-003		2.8100e-003	2.8100e-003		44.4033	44.4033	8.5000e-004	8.1000e-004	44.8735

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	2.4496	0.0610	4.8894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219
Unmitigated	2.4496	0.0610	4.8894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219

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	0.0552					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	2.0963	0.0532	4.0211	6.4300e-003		0.6111	0.6111		0.6110	0.6110	74.9354	144.0000	216.9354	0.2235	5.0900e-003	225.2049
Landscaping	0.0209	7.7900e-003	0.6682	3.0000e-005		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		1.1917	1.1917	1.2000e-003		1.2169
Total	2.4496	0.0610	4.8894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219

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	0.0552					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2772					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	2.0963	0.0532	4.0211	6.4000e-003		0.6111	0.6111		0.6110	0.6110	74.9354	144.0000	218.9354	0.2235	5.0900e-003	225.2049
Landscaping	0.0209	7.7900e-003	0.6682	3.0000e-005		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		1.1917	1.1917	1.2000e-003		1.2169
Total	2.4496	0.0610	4.6894	6.4300e-003		0.6147	0.6147		0.6146	0.6146	74.9354	145.1917	220.1271	0.2247	5.0900e-003	226.4219

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

250 N. Crescent Drive Condominium Project
Los Angeles-South Coast County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Use	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	15.00	Space	0.13	6,000.00	0
Condo/Townhouse	8.00	Dwelling Unit	0.50	8,000.00	23

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2017

Utility Company Southern California Edison

CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No demolition; begin architectural coating halfway during construction; used given construction schedule

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	135.00
tblConstructionPhase	NumDays	100.00	260.00
tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	PhaseEndDate	8/24/2018	2/22/2018
tblConstructionPhase	PhaseEndDate	2/16/2018	2/18/2018
tblConstructionPhase	PhaseEndDate	3/1/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	2/19/2018	8/18/2017
tblConstructionPhase	PhaseStartDate	2/23/2018	2/19/2018
tblGrading	MaterialExported	0.00	2,400.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2549	1.7286	1.2256	1.8900e-003	0.0256	0.1146	0.1403	9.3700e-003	0.1064	0.1158	0.0000	169.9018	169.9018	0.0410	0.0000	170.7620
2018	0.0672	0.2563	0.2051	3.2000e-004	2.6700e-003	0.0166	0.0193	7.1000e-004	0.0155	0.0162	0.0000	28.3673	28.3673	6.9000e-003	0.0000	28.5123
Total	0.3120	1.9849	1.4307	2.2000e-003	0.0283	0.1312	0.1595	0.0101	0.1219	0.1320	0.0000	198.2691	198.2691	0.0479	0.0000	199.2743

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2549	1.7286	1.2256	1.8900e-003	0.0256	0.1146	0.1403	9.3700e-003	0.1064	0.1158	0.0000	169.9018	169.9018	0.0410	0.0000	170.7618
2018	0.0572	0.2563	0.2051	3.2000e-004	2.6700e-003	0.0166	0.0193	7.1000e-004	0.0155	0.0162	0.0000	28.3673	28.3673	6.9000e-003	0.0000	28.5123
Total	0.3120	1.9849	1.4307	2.2000e-003	0.0283	0.1312	0.1595	0.0101	0.1219	0.1320	0.0000	198.2689	198.2689	0.0479	0.0000	199.2741

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	0.0895	1.6400e-003	0.1338	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.6498	1.7981	2.6178	2.6700e-003	6.0000e-005	2.6918
Energy	7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	28.5728	28.5728	1.1200e-003	3.4000e-004	28.7006
Mobile	0.0347	0.1104	0.4164	1.0300e-003	0.0884	1.5300e-003	0.0699	0.0183	1.4100e-003	0.0197	0.0000	79.6668	79.6668	3.2500e-003	0.0000	79.7351
Waste						0.0000	0.0000		0.0000	0.0000	0.7470	0.0000	0.7470	0.0442	0.0000	1.6741
Water						0.0000	0.0000		0.0000	0.0000	0.1654	2.8869	3.1523	0.0171	4.3000e-004	3.6450
Total	0.1249	0.1184	0.5529	1.1500e-003	0.0884	0.0101	0.0785	0.0183	0.0100	0.0283	1.7621	112.9946	114.7568	0.0683	8.3000e-004	116.4465

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	tmt/yr										MT/yr					
Area	0.0895	1.6400e-003	0.1338	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.8498	1.7681	2.6178	2.6700e-003	8.0000e-005	2.6918
Energy	7.4000e-004	8.3500e-003	2.7000e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	28.5728	28.5728	1.1200e-003	3.4000e-004	28.7006
Mobile	0.0347	0.1104	0.4164	1.0300e-003	0.0684	1.5300e-003	0.0699	0.0183	1.4100e-003	0.0197	0.0000	79.6668	79.6668	3.2500e-003	0.0000	79.7361
Waste						0.0000	0.0000		0.0000	0.0000	0.7470	0.0000	0.7470	0.0442	0.0000	1.6741
Water						0.0000	0.0000		0.0000	0.0000	0.1654	2.9869	3.1523	0.0171	4.3000e-004	3.6447
Total	0.1249	0.1184	0.5529	1.1500e-003	0.0684	0.0101	0.0785	0.0183	0.0100	0.0283	1.7621	112.9946	114.7568	0.0683	8.3000e-004	116.4463

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
2	Grading	Grading	1/17/2017	2/17/2017	5	24	
3	Building Construction	Building Construction	2/18/2017	2/18/2018	5	260	
4	Architectural Coating	Architectural Coating	8/18/2017	2/22/2018	5	135	
5	Paving	Paving	2/19/2018	2/23/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 9,000; Non-Residential Outdoor: 3,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	300.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	8.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3400e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	6.3400e-004	6.3400e-003	3.6200e-003	0.0000	2.7000e-004	3.9000e-004	6.6000e-004	3.0000e-005	3.5000e-004	3.8000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364

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	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0258
Total	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0258

3.2 Site Preparation - 2017**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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.9000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	6.3000e-004	6.3400e-003	3.6200e-003	0.0000	2.7000e-004	3.9000e-004	6.6000e-004	3.0000e-005	3.5000e-004	3.8000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364

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	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0258
Total	1.0000e-005	1.0000e-005	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0257	0.0257	0.0000	0.0000	0.0258

3.3 Grading - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.1700e-003	0.0000	9.1700e-003	4.9900e-003	0.0000	4.9900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0145	0.1257	0.1030	1.4000e-004		8.7200e-003	8.7200e-003		8.3200e-003	8.3200e-003	0.0000	12.8873	12.8873	2.5400e-003	0.0000	12.9406
Total	0.0145	0.1257	0.1030	1.4000e-004	9.1700e-003	8.7200e-003	0.0179	4.9900e-003	8.3200e-003	0.0133	0.0000	12.8873	12.8873	2.5400e-003	0.0000	12.9406

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	2.5900e-003	0.0407	0.0323	1.1000e-004	2.5700e-003	5.7000e-004	3.1400e-003	7.0000e-004	5.2000e-004	1.2300e-003	0.0000	10.0681	10.0681	7.0000e-005	0.0000	10.0677
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	6.9000e-004	7.2100e-003	2.0000e-005	1.3100e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.2351	1.2351	7.0000e-005	0.0000	1.2365
Total	3.0600e-003	0.0414	0.0396	1.3000e-004	3.8800e-003	5.8000e-004	4.4700e-003	1.0500e-003	6.2000e-004	1.5900e-003	0.0000	11.3012	11.3012	1.4000e-004	0.0000	11.3041

3.3 Grading - 2017

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					9.1700e-003	0.0000	9.1700e-003	4.9900e-003	0.0000	4.9900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0145	0.1257	0.1030	1.4000e-004		8.7200e-003	8.7200e-003		8.3200e-003	8.3200e-003	0.0000	12.8872	12.8872	2.5400e-003	0.0000	12.9406
Total	0.0145	0.1257	0.1030	1.4000e-004	9.1700e-003	8.7200e-003	8.8179	4.9900e-003	8.3200e-003	8.8133	0.0000	12.8872	12.8872	2.5400e-003	0.0000	12.9406

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	2.5900e-003	0.0407	0.0323	1.1000e-004	2.5700e-003	5.7000e-004	3.1400e-003	7.0000e-004	5.2000e-004	1.2300e-003	0.0000	10.0661	10.0661	7.0000e-005	0.0000	10.0677
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	6.9000e-004	7.2100e-003	2.0000e-005	1.3100e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.2351	1.2351	7.0000e-005	0.0000	1.2365
Total	3.0600e-003	0.0414	0.0396	1.3000e-004	3.8800e-003	5.8000e-004	4.4700e-003	1.0500e-003	5.3000e-004	1.5900e-003	0.0000	11.3012	11.3012	1.4000e-004	0.0000	11.3041

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1433	1.4258	0.9044	1.2700e-003		0.0962	0.0962		0.0885	0.0885	0.0000	118.3398	118.3398	0.0363	0.0000	119.1012
Total	0.1433	1.4258	0.9044	1.2700e-003		0.0962	0.0962		0.0885	0.0885	0.0000	118.3398	118.3398	0.0363	0.0000	119.1012

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8400e-003	0.0188	0.0253	5.0000e-005	1.3800e-003	2.8000e-004	1.6600e-003	3.9000e-004	2.5000e-004	6.5000e-004	0.0000	4.4078	4.4078	3.0000e-005	0.0000	4.4085
Worker	3.5200e-003	5.1900e-003	0.0541	1.3000e-004	9.8600e-004	9.0000e-005	9.9500e-003	2.6200e-003	8.0000e-005	2.7000e-003	0.0000	9.2629	9.2629	5.0000e-004	0.0000	9.2735
Total	5.3600e-003	0.0240	0.0794	1.8000e-004	0.0112	3.7000e-004	0.0118	3.8100e-003	3.3000e-004	3.3500e-003	0.0000	13.6707	13.6707	5.3000e-004	0.0000	13.6828

3.4 Building Construction - 2017**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	0.1433	1.4258	0.9044	1.2700e-003		0.0962	0.0962		0.0885	0.0885	0.0000	118.3396	118.3396	0.0363	0.0000	119.1011
Total	0.1433	1.4258	0.9044	1.2700e-003		0.0962	0.0962		0.0885	0.0885	0.0000	118.3396	118.3396	0.0363	0.0000	119.1011

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8400e-003	0.0188	0.0253	5.0000e-005	1.3900e-003	2.8000e-004	1.6600e-003	3.9000e-004	2.5000e-004	6.5000e-004	0.0000	4.4078	4.4078	3.0000e-005	0.0000	4.4085
Worker	3.5200e-003	5.1900e-003	0.0541	1.3000e-004	9.8800e-003	9.0000e-005	9.9500e-003	2.6200e-003	8.0000e-005	2.7000e-003	0.0000	9.2629	9.2629	5.0000e-004	0.0000	9.2735
Total	5.3600e-003	0.0240	0.0794	1.8000e-004	0.0112	3.7800e-004	0.0116	3.0100e-003	3.3600e-004	3.3500e-003	0.0000	13.6707	13.6707	5.3000e-004	0.0000	13.6829

3.4 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0189	0.1918	0.1352	2.0000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	18.1023	18.1023	5.6400e-003	0.0000	18.2206
Total	0.0189	0.1918	0.1352	2.0000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	18.1023	18.1023	5.6400e-003	0.0000	18.2206

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7000e-004	2.6800e-003	3.7800e-003	1.0000e-005	2.1000e-004	4.0000e-005	2.6000e-004	6.0000e-005	4.0000e-005	1.0000e-004	0.0000	0.6743	0.6743	1.0000e-005	0.0000	0.6744
Worker	4.9000e-004	7.3800e-004	7.8200e-003	2.0000e-005	1.5300e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.3881	1.3881	7.0000e-005	0.0000	1.3896
Total	7.6000e-004	3.4100e-003	0.0114	3.0000e-005	1.7400e-003	5.0000e-005	1.8100e-003	4.7000e-004	5.0000e-005	5.2000e-004	0.0000	2.0624	2.0624	8.0000e-005	0.0000	2.0641

3.4 Building Construction - 2018**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	0.0189	0.1918	0.1352	2.0000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	18.1023	18.1023	5.6400e-003	0.0000	18.2206
Total	0.0189	0.1918	0.1352	2.0000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	18.1023	18.1023	5.6400e-003	0.0000	18.2206

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7000e-004	2.6800e-003	3.7800e-003	1.0000e-005	2.1000e-004	4.0000e-005	2.6000e-004	8.0000e-005	4.0000e-005	1.0000e-004	0.0000	0.6743	0.6743	1.0000e-005	0.0000	0.6744
Worker	4.9000e-004	7.3000e-004	7.6200e-003	2.0000e-005	1.5300e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.3881	1.3881	7.0000e-005	0.0000	1.3896
Total	7.6000e-004	3.4100e-003	8.8114	3.0000e-005	1.7400e-003	5.0000e-005	1.8100e-003	4.7000e-004	5.0000e-005	5.2000e-004	0.0000	2.6624	2.6624	8.0000e-005	0.0000	2.6641

3.5 Architectural Coating - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0717					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0160	0.1049	0.0897	1.4000e-004		8.3200e-003	8.3200e-003		8.3200e-003	8.3200e-003	0.0000	12.2556	12.2556	1.2900e-003	0.0000	12.2628
Total	0.0877	0.1049	0.0897	1.4000e-004		8.3200e-003	8.3200e-003		8.3200e-003	8.3200e-003	0.0000	12.2556	12.2556	1.2900e-003	0.0000	12.2628

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	5.5000e-004	5.7700e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9880	0.9880	5.0000e-005	0.0000	0.9892
Total	3.8000e-004	5.5000e-004	5.7700e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9880	0.9880	5.0000e-005	0.0000	0.9892

3.5 Architectural Coating - 2017**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	0.0717					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0160	0.1049	0.0897	1.4000e-004		8.3200e-003	8.3200e-003		8.3200e-003	8.3200e-003	0.0000	12.2556	12.2556	1.2900e-003	0.0000	12.2828
Total	0.0876	0.1049	0.0897	1.4000e-004		8.3200e-003	8.3200e-003		8.3200e-003	8.3200e-003	0.0000	12.2556	12.2556	1.2900e-003	0.0000	12.2828

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	5.5000e-004	5.7700e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9880	0.9880	5.0000e-005	0.0000	0.9892
Total	3.8000e-004	5.5000e-004	5.7700e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9880	0.9880	5.0000e-005	0.0000	0.9892

3.5 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0291					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8200e-003	0.0391	0.0362	6.0000e-005		2.9400e-003	2.9400e-003		2.9400e-003	2.9400e-003	0.0000	4.9789	4.9789	4.7000e-004	0.0000	4.9888
Total	0.0349	0.0391	0.0362	6.0000e-005		2.9400e-003	2.9400e-003		2.9400e-003	2.9400e-003	0.0000	4.9789	4.9789	4.7000e-004	0.0000	4.9888

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	1.4000e-004	2.0000e-004	2.1200e-003	1.0000e-005	4.3000e-004	0.0000	4.3000e-004	1.1000e-004	0.0000	1.2000e-004	0.0000	0.3867	0.3867	2.0000e-005	0.0000	0.3871
Total	1.4000e-004	2.0000e-004	2.1200e-003	1.0000e-005	4.3000e-004	0.0000	4.3000e-004	1.1000e-004	0.0000	1.2000e-004	0.0000	0.3867	0.3867	2.0000e-005	0.0000	0.3871

3.5 Architectural Coating - 2018**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	0.0291					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8200e-003	0.0391	0.0362	6.0000e-005		2.9400e-003	2.9400e-003		2.9400e-003	2.9400e-003	0.0000	4.9789	4.9789	4.7000e-004	0.0000	4.9888
Total	0.0349	0.0391	0.0362	6.0000e-005		2.9400e-003	2.9400e-003		2.9400e-003	2.9400e-003	0.0000	4.9789	4.9789	4.7000e-004	0.0000	4.9888

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	1.4000e-004	2.0000e-004	2.1200e-003	1.0000e-005	4.3000e-004	0.0000	4.3000e-004	1.1000e-004	0.0000	1.2000e-004	0.0000	0.3867	0.3867	2.0000e-005	0.0000	0.3871
Total	1.4000e-004	2.0000e-004	2.1200e-003	1.0000e-005	4.3000e-004	0.0000	4.3000e-004	1.1000e-004	0.0000	1.2000e-004	0.0000	0.3867	0.3867	2.0000e-005	0.0000	0.3871

3.6 Paving - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2700e-003	0.0216	0.0178	3.0000e-005		1.2600e-003	1.2600e-003		1.1700e-003	1.1700e-003	0.0000	2.3909	2.3909	6.7000e-004	0.0000	2.4051
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.2700e-003	0.0216	0.0178	3.0000e-005		1.2600e-003	1.2600e-003		1.1700e-003	1.1700e-003	0.0000	2.3909	2.3909	6.7000e-004	0.0000	2.4051

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-004	2.4000e-004	2.4500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4462	0.4462	2.0000e-005	0.0000	0.4467
Total	1.6000e-004	2.4000e-004	2.4500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4462	0.4462	2.0000e-005	0.0000	0.4467

3.6 Paving - 2018

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	2.2700e-003	0.0216	0.0178	3.0000e-005		1.2600e-003	1.2600e-003		1.1700e-003	1.1700e-003	0.0000	2.3909	2.3909	6.7000e-004	0.0000	2.4051
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.2700e-003	0.0216	0.0178	3.0000e-005		1.2600e-003	1.2600e-003		1.1700e-003	1.1700e-003	0.0000	2.3909	2.3909	6.7000e-004	0.0000	2.4051

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-004	2.4000e-004	2.4500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4462	0.4462	2.0000e-005	0.0000	0.4467
Total	1.6000e-004	2.4000e-004	2.4500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4462	0.4462	2.0000e-005	0.0000	0.4467

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	0.0347	0.1104	0.4164	1.0300e-003	0.0684	1.5300e-003	0.0699	0.0183	1.4100e-003	0.0197	0.0000	79.6668	79.6668	3.2500e-003	0.0000	79.7351
Unmitigated	0.0347	0.1104	0.4164	1.0300e-003	0.0684	1.5300e-003	0.0699	0.0183	1.4100e-003	0.0197	0.0000	79.6668	79.6668	3.2500e-003	0.0000	79.7351

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	52.72	57.28	48.56	180,348	180,348
Enclosed Parking Structure	0.00	0.00	0.00		
Total	52.72	57.28	48.56	180,348	180,348

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHH	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

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	21.2214	21.2214	9.8000e-004	2.0000e-004	21.3044
Electricity Unmitigated					0.0000	0.0000		0.0000	0.0000		0.0000	21.2214	21.2214	9.8000e-004	2.0000e-004	21.3044
Natural Gas Mitigated	7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005	5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004		0.0000	7.3515	7.3515	1.4000e-004	1.3000e-004	7.3962
Natural Gas Unmitigated	7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005	5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004		0.0000	7.3515	7.3515	1.4000e-004	1.3000e-004	7.3962

5.2 Energy by Land Use - Natural Gas**Unmitigated**

	Natural Gas 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					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	137761	7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005	5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004		0.0000	7.3515	7.3515	1.4000e-004	1.3000e-004	7.3962
Total		7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	7.3515	7.3515	1.4000e-004	1.3000e-004	7.3962

Mitigated

	Natural Gas 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					
Condo/Townhouse	137761	7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005	5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004		0.0000	7.3515	7.3515	1.4000e-004	1.3000e-004	7.3962
Enclosed Parking Structure	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
Total		7.4000e-004	6.3500e-003	2.7000e-003	4.0000e-005		5.1000e-004	5.1000e-004		5.1000e-004	5.1000e-004	0.0000	7.3515	7.3515	1.4000e-004	1.3000e-004	7.3962

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	34857.3	9.9750	4.6000e-004	9.0000e-005	10.0140
Enclosed Parking Structure	39300	11.2464	5.2000e-004	1.1000e-004	11.2904
Total		21.2214	9.8000e-004	2.0000e-004	21.3044

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	34857.3	9.9750	4.6000e-004	9.0000e-005	10.0140
Enclosed Parking Structure	39300	11.2464	5.2000e-004	1.1000e-004	11.2904
Total		21.2214	9.8000e-004	2.0000e-004	21.3044

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	0.0895	1.6400e-003	0.1338	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.8498	1.7681	2.6178	2.6700e-003	6.0000e-005	2.6918
Unmitigated	0.0895	1.6400e-003	0.1338	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.8498	1.7681	2.6178	2.6700e-003	6.0000e-005	2.6918

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	0.0101					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0506					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0262	6.6000e-004	0.0503	8.0000e-005		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.8498	1.6329	2.4827	2.5300e-003	6.0000e-005	2.5538
Landscaping	2.6100e-003	9.7000e-004	0.0835	0.0000		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	0.1351	0.1351	1.4000e-004	0.0000	0.1386
Total	0.8895	1.6300e-003	0.1338	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.8498	1.7681	2.6178	2.6700e-003	6.0000e-005	2.6918

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	0.0101					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0506					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0262	6.6000e-004	0.0503	8.0000e-005		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.8496	1.6329	2.4827	2.5300e-003	6.0000e-005	2.5538
Landscaping	2.8100e-003	9.7000e-004	0.0835	0.0000		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	0.1351	0.1351	1.4000e-004	0.0000	0.1380
Total	0.8895	1.6300e-003	0.1338	8.0000e-005		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.8496	1.7681	2.6178	2.6700e-003	6.0000e-005	2.6918

7.0 Water Detail**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.1523	0.0171	4.3000e-004	3.6447
Unmitigated	3.1523	0.0171	4.3000e-004	3.6450

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	13,521,232 / 0.328603	3.1523	0.0171	4.3000e-004	3.6450
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.1523	0.0171	4.3000e-004	3.6450

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	13,521,232 / 0.328603	3.1523	0.0171	4.3000e-004	3.6447
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.1523	0.0171	4.3000e-004	3.6447

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.7470	0.0442	0.0000	1.6741
Unmitigated	0.7470	0.0442	0.0000	1.6741

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	Tons	MT/yr			
Condo/Townhouse	3.68	0.7470	0.0442	0.0000	1.6741
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		0.7470	0.0442	0.0000	1.6741

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	Tons	MT/yr			
Condo/Townhouse	3.68	0.7470	0.0442	0.0000	1.6741
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		0.7470	0.0442	0.0000	1.6741

9.0 Operational Offroad

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

Greenhouse Gas Emission Worksheet
N2O Mobile Emissions

250 N. Crescent Drive Condominium Project

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 180,348

Vehicle Type	Percent Type	CH4		N2O	
		CH4 Emission Factor (g/mile)*	Emission (g/mile)**	Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	46.0%	0.04	0.0184	0.04	0.0184
Light Truck < 3750 lbs	10.3%	0.05	0.00515	0.06	0.00618
Light Truck 3751-5750 lbs	23.2%	0.05	0.0116	0.06	0.01392
Med Truck 5751-8500 lbs	12.2%	0.12	0.01464	0.2	0.0244
Lite-Heavy Truck 8501-10,000 lbs	2.1%	0.12	0.00252	0.2	0.0042
Lite-Heavy Truck 10,001-14,000 lbs	0.5%	0.09	0.00045	0.125	0.000625
Med-Heavy Truck 14,001-33,000 lbs	1.0%	0.06	0.0006	0.05	0.0005
Heavy-Heavy Truck 33,001-60,000 lbs	2.9%	0.06	0.00174	0.05	0.00145
Other Bus	0.1%	0.06	0.00006	0.05	0.00005
Urban Bus	0.1%	0.06	0.00006	0.05	0.00005
Motorcycle	1.1%	0.09	0.00099	0.01	0.00011
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	0.4%	0.09	0.00036	0.125	0.0005
Total	100.0%		0.05663		0.070435

Total Emissions (metric tons) =

Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4 21 GWP

N2O 310 GWP

1 ton (short, US) = 0.90718474 metric ton

Annual Mobile Emissions:

	Total Emissions	Total CO2e units
N2O Emissions:	0.0127 metric tons N2O	3.94 metric tons CO2e
Project Total:		3.94 metric tons CO2e

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).

in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** From URBEMIS 2007 results for mobile sources