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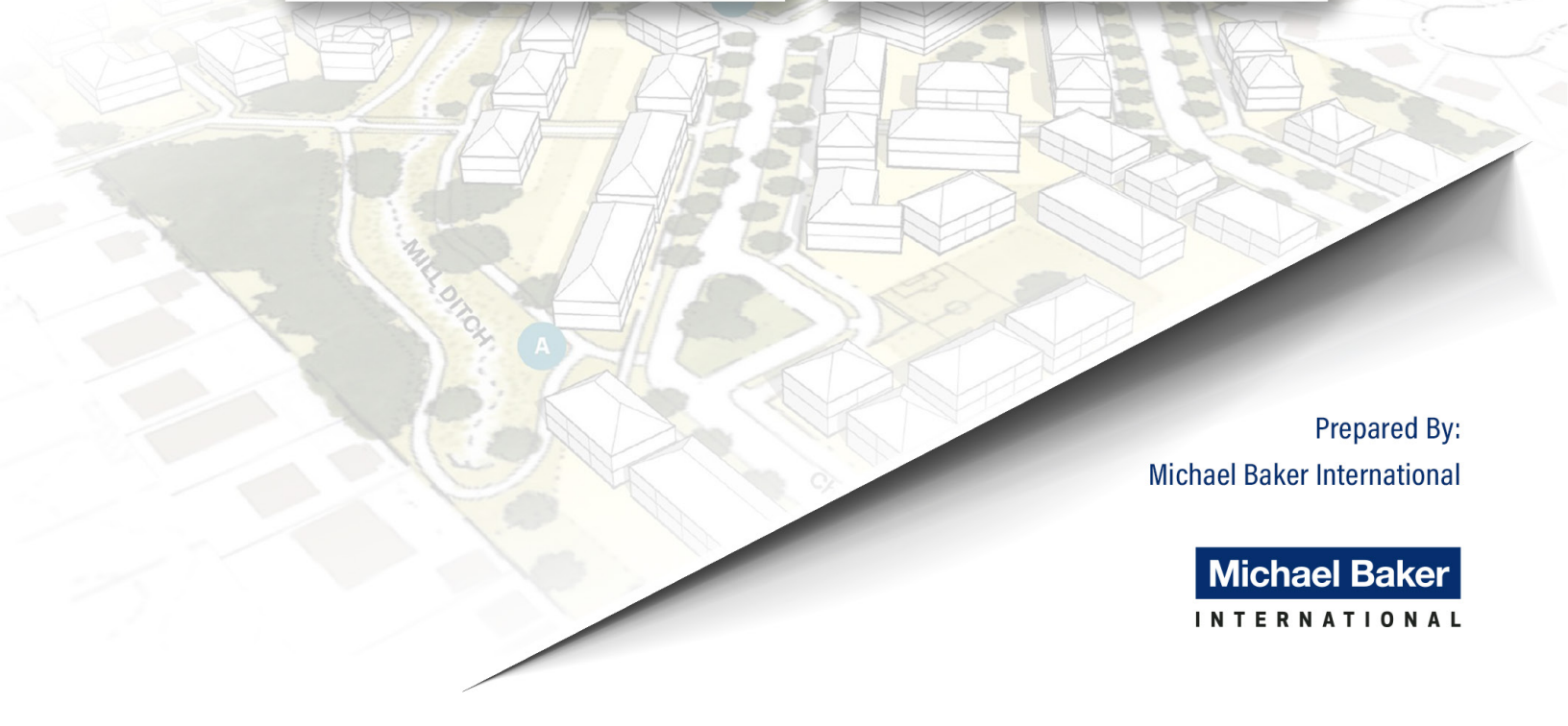
THE PARCEL

INFILL ENVIRONMENTAL CHECKLIST









Prepared By:
Michael Baker International

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INFILL ENVIRONMENTAL CHECKLIST

The Parcel

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1.0 INTRODUCTION

This document is an Infill Environmental Checklist to evaluate potential environmental effects resulting from implementation of The Parcel (project). The project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the Town of Mammoth Lakes (Town). This Infill Environmental Checklist evaluates the potential direct, indirect, and cumulative environmental effects associated with the project and demonstrates that such effects have been previously and adequately analyzed in the *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (State Clearinghouse No. 2003042155, dated May 2007) (2007 General Plan EIR); where applicable, in the *Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report* (2016 Update EIR); and/or impacts would be less than significant.

1.1 STREAMLINING PER CEQA GUIDELINES SECTION 15183.3

Under CEQA (Public Resources Code Section 21000, et. seq.) and the State CEQA Guidelines, the Town of Mammoth Lakes as lead agency is generally required to analyze the potential environmental impacts of a project. Senate Bill 226 (SB 226), signed into law in 2011, made changes to the CEQA review process for infill projects. Specifically, SB 226 called for establishing streamlined CEQA provisions for infill projects. These provisions are implemented through CEQA Guidelines Section 15183.3, which states that to be eligible for streamlining procedures, an infill project must:

1) Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75% of the site's perimeter;
2) Satisfy performance standards in Appendix M of the CEQA Guidelines; and
3) Be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy or, alternatively, for a project proposed outside of the boundaries of a metropolitan planning organization the project must qualify as a small walkable community project.

For eligible infill projects, CEQA Guidelines Section 15183.3 state that:

"CEQA does not apply to the effects of an eligible infill project under two circumstances. First, if an effect was addressed as a significant effect in a prior EIR for a planning level decision, then, with some exceptions, that effect need not be analyzed again for an individual infill project even when that effect was not reduced to a less than significant level in the prior EIR. Second, an effect need not be analyzed, even if it was not analyzed in a prior EIR or is more significant than previously analyzed, if the lead agency makes a finding that uniformly applicable development policies or standards, adopted by the lead agency or a city or county, apply to the infill project and would substantially mitigate that effect. Depending on the effects addressed in the prior EIR and the availability of uniformly applicable development policies or standards that apply to the eligible infill project, streamlining under this section will range from a complete exemption to an obligation to prepare a narrowed, project-specific environmental document."

Section 15183.3 is consistent with the directive in SB 226 that CEQA analysis of infill projects "shall be limited" to effects that were not analyzed in a prior EIR or are more significant than previously analyzed.

1.2 PROJECT LOCATION

The Parcel (project) is located within the Town of Mammoth Lakes (Town), in the southwest portion of Mono County, on the eastern side of the Sierra Nevada mountain range; refer to Exhibit 1, *Regional Vicinity*. The project site is approximately 25.19 acres and is comprised of Assessor's Parcel Numbers (APNs) 035-010-020-000 and -100-003-000. Specifically, the site is located at the west end of Tavern Road, north end of Chaparral Road, and south of Center Street; refer to Exhibit 2, *Site Vicinity*. Regional access to the site is provided via Main Street, while primary local access to the project site is provided via Center Street, Tavern Road, and Chaparral Road.

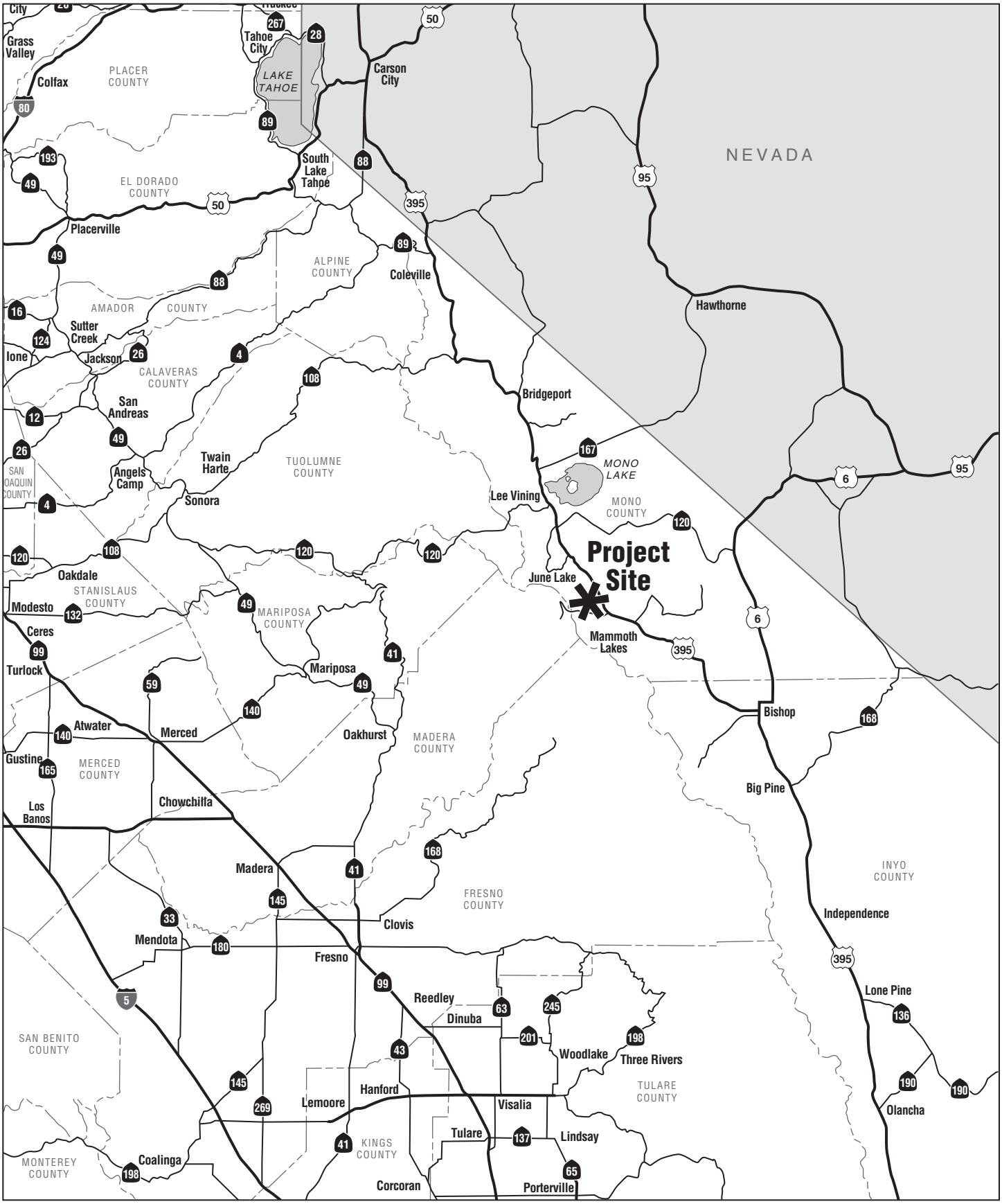
1.2.1 ENVIRONMENTAL SETTING

The project site is a vacant, forested site that is surrounded by commercial and residential development on all sides and was formerly used as cabins (the Shady Rest Summer House Tract) that were owned by the United States (U.S.) Forest Service and used for summer cabins in the 1920s. By 1983, these summer cabins were either removed or relocated off-site (to the south) as part of a land exchange and the site currently remains vacant.

The project site is relatively flat, gently sloping down-grade in a north-northeastern direction. The project site accepts run-off from surrounding properties to the west which flows through the site in a streambed that generally flows in a northeastern direction. A wetland is associated with the main on-site drainage feature. Other vegetation communities present on-site include aspen groves, Booth's willow Geyer's willow – yellow willow thickets, Jeffery pine forest and woodland, and montane meadow.

Based on the *Town of Mammoth Lakes General Plan 2007* (General Plan) Land Use Map, the project site is designated High-Density Residential 1 (HDR-1), which allows a density of up to 12 units per acre. General Plan Policy L.2.D. allows up to 24 units per gross acre if all units within the project are deed restricted for workforce housing. The increase in density permitted pursuant to L.2.D is in addition any allowed State Density Bonus. It is acknowledged that one on-site property (33 Center Street) is designated C-2 and would be used for roadway right-of-way purposes.

Based on the Town's Zoning Map, the project site is zoned Residential Multi-Family 1 (RMF-1) with an Affordable Housing Overlay zone. The RMF-1 zone allows a maximum density of 12 units per acre in addition to any allowed State Density Bonus. The Affordable Housing Overlay has only been applied to the project site and is intended to facilitate the development of lower income units for the purpose of workforce housing. Per this overlay, all units must be affordable to households with incomes ranging from very low-income up to moderate-income. It is acknowledged that one on-site property (33 Center Street) is zoned Downtown (D) and would be used for roadway right-of-way purposes.



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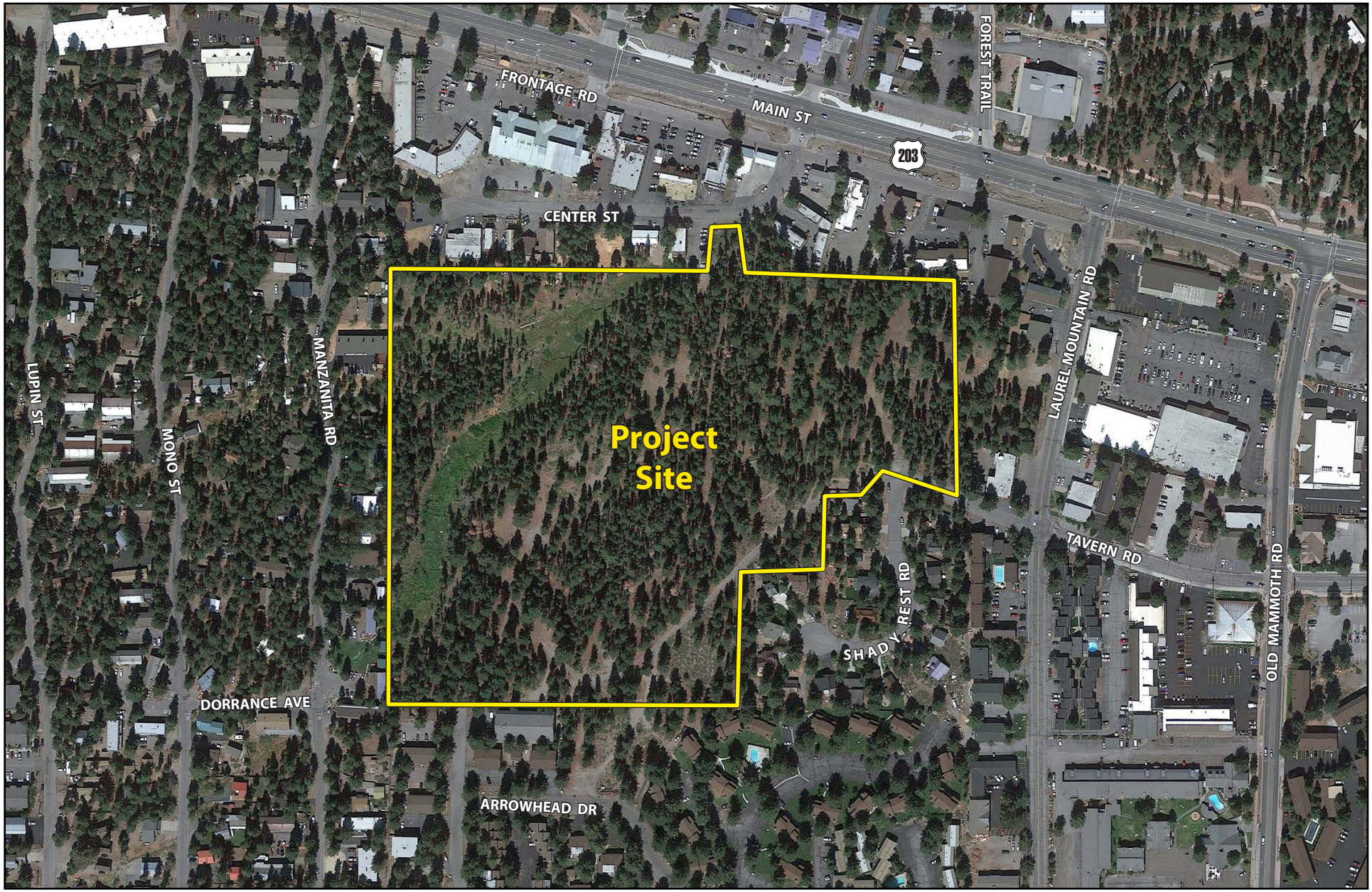
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THE PARCEL PROJECT
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Regional Vicinity

Exhibit 1



Source: Google Earth Pro, August, 2020.

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PROJECT SITE

11/2020 JN 179835t

THE PARCEL PROJECT
INFILL ENVIRONMENTAL CHECKLIST

Site Vicinity

Exhibit 2

SURROUNDING LAND USES

Land uses surrounding the project site include commercial, retail, and office uses along Center Street and Lauren Mountain Road, as well as multi-family residential and single-family residential uses. Specifically, surrounding uses include the following:

- *North*: Center Street and commercial/retail/office uses (e.g., Mammoth Lakes Nursery, Cinnamon Bear Inn, Mammoth Real Estate, and a Shell gas station) bound the project site to the north. Frontage Road and Main Street (SR-203) are located further north. These land uses are designated Commercial 2 (C-2) and zoned Downtown.

- *East*: Forest land, single-family residential, commercial/retail uses (e.g., De Resort Hotels & Management, Green Mammoth cannabis store, and Country Liquor and Deli), and Laurel Mountain Road bound the project site to the east. Multi-family residential uses and Shady Rest Road are also located to the east of the project site. These areas are designated C-2 and Low-Density Residential 2 (LDR-2), respectively, and zoned Downtown and Residential Single-Family, respectively.

- *South*: Single-family residential and multi-family residential uses (e.g., Sherwin View Park Apartments, Wildflower Condominiums, and Timberline Condominiums) are located to the south and southeast of the project site. These areas are designated HDR-1 and High Density Residential 2 (HDR-2) and zoned Residential Multi-Family 1 and Residential Multi-Family 2.

- *West*: Single-family residential and multi-family residential uses bound the project site to the west. This area is designated HDR-1 and zoned Residential Multi-Family 1.

1.3 PROJECT BACKGROUND

1.3.1 2007 General Plan EIR

The *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (2007 General Plan EIR) analyzed the environmental impacts associated with the update of the Town's General Plan in 2005 (2005 General Plan Update), including development of the project site as High Density Residential 1 (HDR-1). The HDR-1 designation is intended primarily to provide areas for development of multi-family housing at a maximum density of 12 dwelling units per acre. These densities would accommodate townhouses, condominiums, and apartments. Density may be increased pursuant to state law or up to double for housing projects where all units are deed restricted for workforce housing pursuant to the provisions of the Housing Element in the General Plan. This designation includes standards that ensure compatibility with adjacent properties; provide adequate recreation space, snow storage, and building separation; and generally provide for well-designed livable developments. Setbacks and lot coverage also provide for preservation of existing trees. The HDR-1 designation preserves areas of town for resident housing by prohibiting hotels, motels, timeshares, or other transient occupancies. The project site is specifically designated for workforce housing.

The proposed project was specifically analyzed in the 2007 General Plan EIR as part of the "Main Street, Old Mammoth Road, and Shady Rest District". Page 24 of the General Plan states that the Main Street, Old Mammoth Road, and Shady Rest areas should invite pedestrian activity and provide gathering places and opportunities for interaction in a vibrant mix of retail, commercial, and workforce housing. Development should be attractive with a high level of detail and active storefront uses resulting in a pleasing pedestrian-oriented streetscape. Commercial corridors should be walkable year-round, vibrant, colorful, and accessible. Uses should be mixed to allow offices, residential housing and visitor accommodations above ground floor retail. Buildings should have distinctive mountain architecture and varied roof forms with accentuating physical landmarks at intersections, street corners, and other appropriate locations. The streetscape should be safe and designed for the pedestrian with the inclusion of street furniture, trees, flowers and planters, interesting sidewalk surfaces and public art. New development should improve connectivity and circulation with bike and pedestrian paths, sidewalks and roads. Specifically, the Shady Rest area (the project site) should include the following characteristics:

1. A livable in-town neighborhood for the workforce:

    a. Not fractional, not second homes
    b. Mechanisms to ensure units remain at determined rates in perpetuity
    c. Variety of unit size and scale

2. Preservation and restoration of unique site features, including wetlands

3. A community-oriented design:

    a. Neighborhood context and connections:
        (1) Pedestrian and auto connections to adjoining areas and neighborhoods (e.g., Sierra Valley District, Tavern Road, Main Street, and Center Street)
        (2) Traffic calming and management with adjoining neighborhoods
        (3) Trail and pedestrian emphasis
        (4) Transit accessible

    b. Integrated site planning and architectural design:
        (1) Accessible wetlands and community park(s) connected to the community
        (2) Significant tree preservation
        (3) Unobtrusive, articulated buildings
        (4) Minimum paving, maximum permeable surface
        (5) High quality materials
        (6) Parking
        (7) Energy efficient design
        (8) Innovative snow management

4. A future catalyst to surrounding commercial areas

5. Developed in phases:

a. High quality of living throughout (no disparity, grouping or phasing by income)

b. Reasonable product absorption rate

6. Long-term affordability:

a. Durability of materials and design

b. Designed for low operating and maintenance costs and energy efficiency

c. Transit accessibility

7. Provision of key resident amenities such as:

a. Child care

b. Active and passive recreation

Further, the proposed project is specifically identified in the High-Density Residential 1 (HDR-1) designation for the project site (as the Shady Rest Tract), as follows:

> "**High-Density Residential 1 (HDR-1)** This designation allows residential multi-unit townhouses, condominiums and apartments at a density of six (6) to a maximum of twelve (12) dwelling units per acre. This designation applies to the Sierra Valley District, the Shady Rest Tract, and portions of the Old Mammoth District. The Shady Rest Tract is intended primarily for workforce housing. The HDR-1 designation is intended to preserve existing housing and allow for additional high quality housing opportunities. Development standards ensure compatibility with adjacent properties, building separation, adequate on-site recreation space, and well-designed livable development."

Last, the 2007 General Plan included Appendix C, *Physical Development Concept*, which included a description of the proposed project, as follows:

> "The Physical Development Concept organizes and describes the most important ideas that can guide the future evolution of the community. This diagram is focused on the areas that are expected to undergo the most change. The following are the major ideas: …
>
> 2. Workforce housing is essential to the community by providing affordable living for people who live and work in Mammoth Lakes. Existing and future mixed use neighborhoods, such as the large undeveloped Shady Rest site, have great potential to be locals' workforce neighborhoods."

The 2007 General Plan EIR, which considered future development of workforce housing at the project site (referenced as the Shady Rest site) concluded significant and unavoidable impacts regarding aesthetics/light and glare, air quality, biological resources, hazards and hazardous materials, noise, and public services and recreation. The following is a summary of the findings made:

Less Than Significant Impact

- Geology and Soils;
- Hydrology and Water Quality;
- Land Use and Relevant Planning; and
- Population and Housing.

Less Than Significant Impact With Mitigation Incorporated

- Mineral Resources;
- Transportation;
- Utilities and Service Systems; and
- Cultural Resources.

Significant and Unavoidable

- Aesthetics/Light and Glare;
- Air Quality – construction, operational, and cumulative air emissions;
- Biological Resources;
- Hazards and Hazardous Materials [Wildland Fires];
- Noise; and
- Public Services and Recreation [Libraries, Hospitals, and Parkland].

At the time of approval of the 2007 General Plan EIR, a Mitigation Monitoring and Reporting Program (2007 MMRP) was adopted by Town Council. The 2007 MMRP is binding and applies to all future development in the Town of Mammoth Lakes.

1.3.2 2016 Update EIR

During the Town's Zoning Code Update, a proposal was made to use floor area ratio (FAR) to regulate the intensity of development in the Town's commercial zoning districts. As part of this process, the General Plan was also amended to update boundaries of commercially designated land in the Land Use Element; changing land use element policy and text associated with regulating population growth from a People At One Time (PAOT) approach to an impact assessment based approach, and a change in the buildout methodology; and deleting Land Use Element Community Benefits Incentive Zoning (CBIZ) and modifying Transfer of Development Rights (TDR) policies. In addition, the Town proposed to adopt and implement a Mobility Element Update. The Mobility Element Update addresses the two key concepts that are a focus of the 2007 General Plan: the triple-bottom line, which is the community's social, economic, and natural capital, and "feet-first" transportation, which emphasizes and prioritizes non-motorized travel first, public transportation second, and vehicle last.

In response, the *Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report* (2016 Update EIR) analyzed the impact of implementing a FAR standard with no unit or room density limitations within the Town's commercial areas. In addition to the Zoning Code Update, the 2016 Update EIR also analyzed impacts of the

associated General Plan Land Use Element Amendments and a Mobility Element Update, all of which collectively known as the Land Use Element/Zoning Code Amendments and Mobility Element Update (the 2016 Update). The 2016 Update EIR included more recent buildout assumptions that are consistent with these updates for the 2016 General Plan Update. The 2016 Update EIR concluded significant and unavoidable impacts regarding air quality and public services. The following is a summary of the findings made:

Less Than Significant Impact

- Agricultural and Forestry Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Relevant Planning;
- Mineral Resources;
- Population and Housing; and
- Utilities and Service Systems.

Less Than Significant Impact With Mitigation Incorporated

- Aesthetics/Light and Glare;
- Biological Resources;
- Cultural Resources; and
- Noise.

Significant and Unavoidable

- Air Quality – construction, operational, and cumulative air emissions;
- Public Services and Recreation – Parks and other recreational facilities; and
- Transportation – Level of service at various intersections.

At the time of approval of the 2016 Update EIR, an updated Mitigation Monitoring and Reporting Program (2016 MMRP) was adopted by Town Council. As the 2016 Update EIR was a tiering document from the 2007 General Plan EIR and the as well as Trails System Master Plan Environmental Impact Report (EIR), the 2016 MMRP documents, the applicable/modified 2007 General Plan EIR Mitigation Measures, the applicable/modified Trails System Master Plan EIR Mitigation Measures, as well as necessary new Mitigation Measures identified for the purposes of the 2016 Update. The 2016 MMRP is binding and applies to all future development in the Town of Mammoth Lakes (as applicable). Where the 2016 MMRP measures are not applicable, the Town relies on the 2007 MMRP.

1.3.3 Master Plan

The Shady Rest Master Plan (1991 Shady Rest Master Plan) was adopted in 1991 to provide affordable housing development through a land exchange with the Federal Government. The Shady Rest Master Plan allows up to 172 units with a mix of 120 low and very low income and 52 moderate income units (i.e., up to 120 percent Area Median Income [AMI] for Mono County[1]). An Affordable Housing Overlay zone was placed on site as part of the U.S. Forest Service for the land exchange.

Since adoption of the Town's General Plan in 2007, various concept plans have been prepared for the project site. These include:

- The Shady Rest Site Development Concept as part of the Downtown Neighborhood District Plan (Town of Mammoth Lakes, 2010);
- Hart Howerton Concept (Mammoth Mountain Ski Area, 2016); and
- Dahlin Concept Plan (Mammoth Lakes Housing, Inc., 2016).

None of these previous concept plans have resulted in amendments to the 1991 Shady Rest Master Plan. In 2018, the Town of Mammoth Lakes purchased the project site with the intent to construct an affordable housing community on-site. The Preferred Conceptual Land Use Plan (Preferred Plan) for the project site was prepared based on extensive community outreach and participation. The purpose of the Preferred Plan is to document the community's aspirations for The Parcel and provide conceptual design guidance to facilitate development. The Preferred Plan is not a regulatory document, and flexibility from the design, key features, and development program is expected to accommodate changes to the affordable housing development landscape over time, unique developer proposals, and new ideas, approaches, and strategies as build-out progresses. The Preferred Plan was accepted by Town Council in December 2019.

1.4 DOCUMENTS INCORPORATED BY REFERENCE

The following documents were utilized during preparation of this Infill Environmental Checklist and are incorporated into this document by reference. These documents are available on the Town's website: http://www.townofmammothlakes.ca.gov.

- *Town of Mammoth Lakes General Plan 2007*. The Town of Mammoth Lakes Council adopted the *Town of Mammoth Lakes General Plan 2007* (General Plan) on August 15, 2007. The General Plan establishes standards, guidelines, and priorities that define the community now and for the future. The General Plan is organized by elements. Each element is introduced with an explanation of the intent of the goals, policies, and actions within that element. The General Plan contains the following elements:
    - Economy;
    - Arts, Culture, Heritage, and Natural History;

[1] Area Median Income (AMI) is determined annually by the State for each County and varies by household size. In Mono County, the 2019 AMI for a 4-person household is $81,200. AMI would be used in calculating Very Low Income (less than or equal to 50 percent AMI), Low Income (between 51 and 60 percent, or 61 to 80 percent AMI), and Moderate Income (81 to 120 percent AMI) levels for each household.

  - Community Design;
  - Neighborhood and District Character;
  - Land Use;
  - Mobility (updated in 2016);
  - Parks, Open Space and Recreation (updated in 2012);
  - Resource Management and Conservation;
  - Public Health and Safety
  - Housing (updated in 2015); and
  - Noise (1997).

- *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (State Clearinghouse No. 2003042155, dated May 2007). The *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (2007 General Plan EIR) analyzed the environmental impacts associated with the update of the Town's General Plan (2005 General Plan Update), as discussed above.

- *Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report* (State Clearinghouse No. 2015052072, dated June 2016). During the Town's Zoning Code Update, a proposal was made to use floor area ratio (FAR) to regulate the intensity of development in the Town's commercial zoning districts. In response, the *Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report* (2016 Update EIR) analyzed the impact of implementing a FAR standard with no unit or room density limitations within the Town's commercial areas, as discussed above.

- *Mammoth Lakes Municipal Code* (codified through Ordinance No. 19-02, adopted March 6, 2019). The *Mammoth Lakes Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the Town of Mammoth Lakes. It is the method the Town uses to implement control of land uses, in accordance with General Plan goals and policies. The *Mammoth Lakes Zoning Ordinance*, Title 17, of the Municipal Code identifies land uses permitted and prohibited according to the zoning category of particular parcels. Municipal Code Title 15, *Buildings and Construction*, specifies rules and regulations for construction, alteration, and building for uses of human habitation.

- *Town of Mammoth Lakes Parks and Recreation Master Plan* (adopted February 2012). The Town of Mammoth Lakes Council adopted the *Town of Mammoth Lakes Parks and Recreation Master Plan* (Parks and Recreation Master Plan) on February 1, 2012, which assesses the Town's recreation needs for the future and establishes goals and policies that would guide park improvements. The Parks and Recreation Master Plan contains an analysis of the supply, demand, and needs for park and recreation facilities and services within the Town and includes a comprehensive assessment of public and private facilities available in and around Mammoth Lakes. It also recommends implementation strategies to help meet the challenges of providing parks and recreation facilities and a vision for developing parks and recreation within Mammoth Lakes for the next 17 years.

1.5 PROJECT DESCRIPTION

The proposed project involves implementation and adoption *The 2021 Parcel Master Plan* (proposed Master Plan), to construct a variety of affordable housing types with associated streets, community space/amenities, new bus stops, open spaces/parks, parking, and necessary utility infrastructure. The proposed Master Plan would replace the existing adopted 1991 Shady Rest Master Plan and would act as the regulatory document for the site. The Master Plan builds on the principals, recommendations, and strategies detailed in the Preferred Plan and provides site specific zoning and detailed regulatory guidance regulating land use; architectural design standards including building mass and articulation, roofs, materials, colors and height; development site standards including density, lot coverage, setbacks, open space and snow storage; parking requirements; signage; infrastructure including utilities, solid waste and stormwater; and circulation and mobility including sidewalks and pathways, the street network, and transit facilities. These standards are intended to be prescriptive in nature to allow for phased development proposals to be submitted to the Town through the major design review process pursuant to *Mammoth Lakes Municipal Code* (Municipal Code) Section 17.88. The Master Plan sets forth the specific development parameter for the project site, while providing flexibility to accommodate unique development phasing needs and changes to the affordable housing development landscape over time.

Implementation of the proposed Master Plan would result in the development of 400 to 580 residential units, which equates to 16 to 23 dwelling units per acre (gross) at the project site; refer to Exhibit 3, *Development Areas and Perimeter Building Heights*. The units would range in sizes from approximately 400 square feet for studio units to a minimum of 1,200 to 2,500 square feet for four-bedroom units. Depending on the building type, units would be available for rental or ownership. Specifically, 85 percent of all units would be rental units for households with incomes at or below 120 percent AMI, and up to 15 percent of the units (or up to 87 units) would be rental or ownership units reserved for households working in the region with income more than 120 percent AMI but below 200 percent AMI. All units would be restricted to individuals and households working in the region for the purpose of workforce housing.

In addition to residential units, the project also proposes to construct at least one community-serving facility (e.g., a childcare center, community center, or supportive service) to support a high quality of life for residents and strengthen neighborhood stability.

Development would be compatible with the surrounding context (existing and anticipated) by providing a transition in height and intensity to match the height allowed in adjacent neighborhoods and commercial areas. Proposed building heights would range two to four stories in height; refer to Exhibit 3. Proposed heights would transition from lower buildings (up to two stories) near lower density single-family residential housing to the east, to three story buildings closer to existing multi-family residential uses, and up to four stories in height abutting commercial development to the north.

Transportation System and Parking

The project proposes an on-site circulation network of neighborhood streets, at least two transit stops, and sidewalks and multi-use paths (MUPs). Exhibit 4, *Proposed Circulation Network*, depicts the proposed roadway rights-of-way, MUPs, and sidewalks. The proposed MUPs would be paved with



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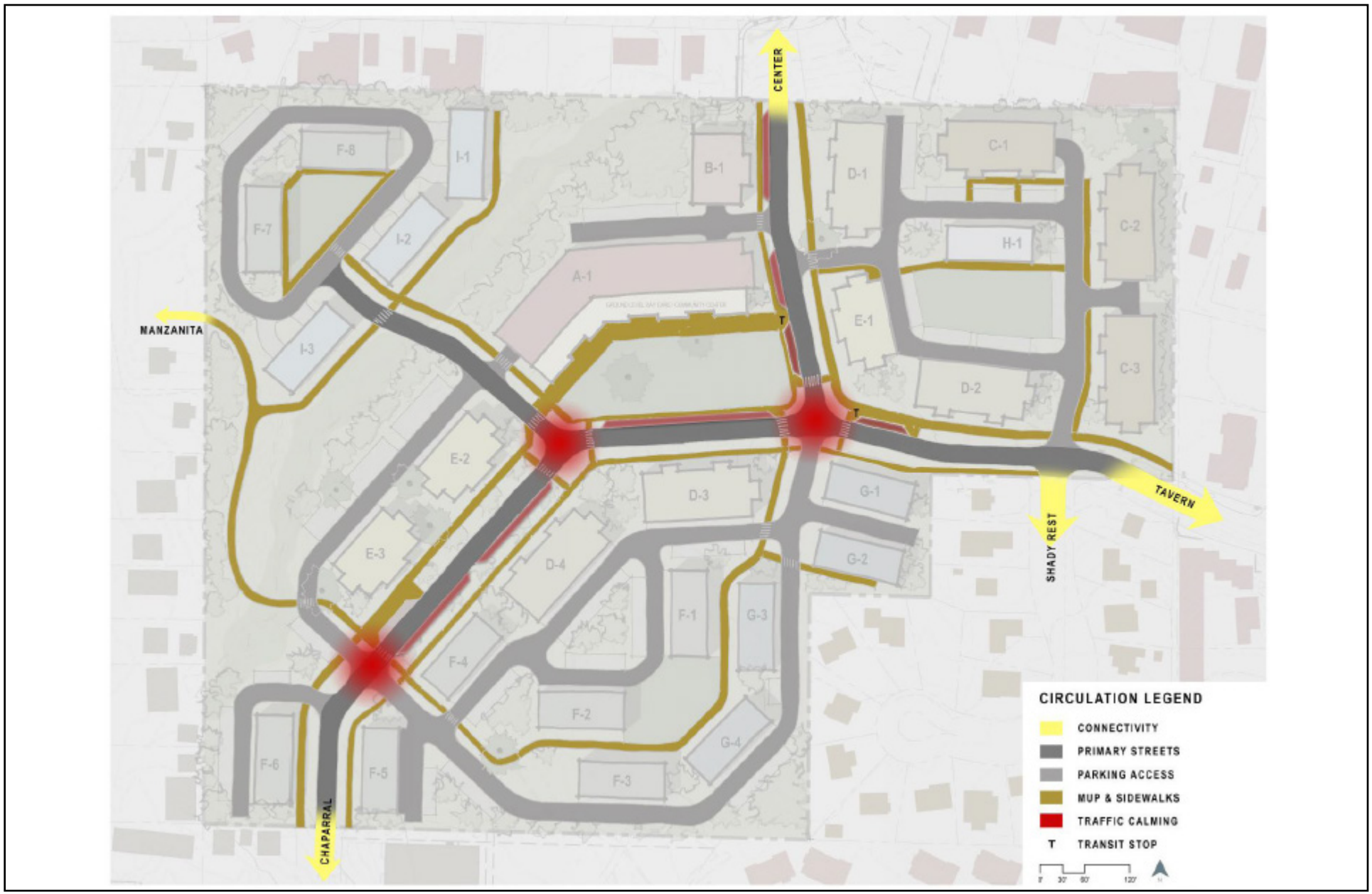
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THE PARCEL PROJECT
INFILL ENVIRONMENTAL CHECKLIST

Development Areas and Perimeter Building Heights

Exhibit 3



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THE PARCEL PROJECT
INFILL ENVIRONMENTAL CHECKLIST

Proposed Circulation Network

Exhibit 4

asphalt. MUPs would be buffered by planting areas to provide space for snow storage. All street design includes the following features:

- Pedestrian facilities on both sides of the street when feasible;
- 13-foot drive lanes;
- Bioswales or planting strips for pedestrian separation and snow storage, where feasible; and
- Deciduous street trees to provide shade in summer and solar exposure in winter.

Paths for pedestrians would be added to Tavern Road between The Parcel and Laurel Mountain Road, and to Center Street between The Parcel and Main Street where adequate rights of way exist. The project also proposes two on-site bus stops (which include one stop in each direction of travel) that would be centrally located. The bus stops would include appropriate shelters as well.

The project would require all parking to be developed using the parking rates listed on Table 1, *Proposed Parking Reduction*, and would be provided as "tuck-under" parking, podium parking, or surface parking. The proposed project would construct podium parking to accommodate the majority of residents' parking needs. The "podium" configuration satisfies a variety of performance needs including substantially reduced snow removal (including storage and trucking), year-round availability, protection from the weather for the convenience and safety of residents, and efficient use of land. In addition to resident parking spaces that correspond to units in the building where the spaces are located, a minimum of 25 additional on-street parking spaces are provided. These on-street spaces could be utilized for visitor parking or parking for community amenities such as parks. Availability of on-street parking during winter months would be subject to weather conditions and snow removal situations. Parking for adjacent commercial uses would be provided under the proposed Master Plan at a rate of one space per 1,000 square feet gross leasable area, unless alternative parking provisions apply.

Table 1
Proposed Parking Reduction

Unit Types	Master Plan Requirement	Municipal Code Requirement	Percent Reduction
Studio	0.5 spaces	1 space	50%
1-Bedroom	1 space	1 space	0%
2-3 Bedroom	1.5 spaces	2 space	25%
4+ Bedroom	2 spaces	3 space	33%

Trails/Open Space/Parkland

According to the Master Plan Figure 8, *Open Space*, the project proposes approximately 3.1 acres of open spaces for recreational purposes; refer to Exhibit 5, *Proposed Open Space*. These spaces include an



NOT TO SCALE

Michael Baker INTERNATIONAL

11/2020 JN 179835t

THE PARCEL PROJECT
INFILL ENVIRONMENTAL CHECKLIST

Proposed Open Space

Exhibit 5

at least 0.5-acre central park that anchors the neighborhood, along with smaller pocket parks that serve as open space for the community. The open spaces are meant to provide public gathering spaces, which could be used for community performances, picnicking, celebrations (e.g., birthdays), outdoor kids play activities and yoga or exercise classes, horseshoes and cornhole, and other outdoor activities. The project would also construct informal open spaces such as bioswales, planting strips, and open spaces within and adjacent to development blocks intended to provide snow storage capacity during winter, and could be used for additional purposes when clear of snow, such as recreation and habitat for native flora and fauna.

The project proposes to maintain the existing wetland habitat (identified as Mill Ditch Linear Open Space) and would construct a MUP along Mill Ditch. The project also proposes a bridge over the Mill Ditch as part of the final phase of the project (refer to *Phasing and Construction*, below for a discussion on project phases), as shown on Exhibit 5. It is noted that footing of the proposed bridge would be located outside of the existing wetland. Should any future improvements require filling/dredging of wetlands, these activities would be subject to a separate environmental review process.

Master Plan

The proposed project would remove the existing Affordable Housing Overlay and replace these regulations with the proposed Master Plan. However, in areas where this Master Plan is silent as to a specific development standard found in the Municipal Code, the standards for the underlying zone district (RMF-1) would apply.

Phasing and Construction

It is acknowledged that construction of the proposed project is subject to market fluctuations, evolving funding sources and programs, and changes based on future developer(s) proposals. Notwithstanding, for the purposes of this analysis, it is anticipated that project would be constructed in six phases; refer to Exhibit 3. The phases are generally grouped by similar building types and reflect funding program thresholds, specifically low-income housing tax credits (LIHTC), and delineate infrastructure improvements anticipated in each phase. These phase boundaries and unit mixes may be adjusted based on future developer(s) proposals. For the purposes of this analysis, each phase is anticipated to take approximately 28 months to construct, with Phase 1 starting in summer 2021 and Phase 6 completing in Summer (July) 2028.

1.6 DISCRETIONARY ACTIONS

The Town of Mammoth Lakes is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various Town permits and approvals, including, but not limited to:

- CEQA Clearance;
- Master Plan Adoption;
- Use Permits;
- Design Review; and

- Issuance of applicable grading and building permits.

Other discretionary actions that may be required for the proposed project could include the following:

- Army Corps of Engineers – Section 404 Permit;
- Lahontan Regional Water Quality Control Board;
  - Section 401 certification;
  - Waste Discharge Requirements (WDR);
  - NPDES Construction General Permit;
- California Department of Fish and Wildlife – Section 1602 Lake or Streambed Alteration Agreement (or other approval in-lieu of a formal agreement such as an Operation-by-Law letter); and
- Great Basin Unified Air Pollution Control District – Construction Permit.

1.7 CHANGES COMPARED TO THE PREVIOUSLY ADOPTED ENVIRONMENTAL DOCUMENTATION

The 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, as shown on the Town's Land Use Map (Figure 3-4 on page 3-10 of the 2007 General Plan EIR). As such, the 2007 General Plan EIR considered development of the project site for the purposes of workforce housing as part of the "Buildout Analysis" assumptions. Per these assumptions, buildout of the project site included development of approximately 25 acres of land, and construction of 12 dwelling units per acre (up to 300 units). It is acknowledged that the General Plan and Zoning Code allows the granting of double density for deed-restricted workforce housing (for a maximum additional 300 units). The 2007 General Plan EIR also assumed a population increase of 1,638 persons at the project site at buildout. This calculation was based on the base density of maximum allowance of 300 units plus an additional 172 units for the density bonus program, for a total of 472 units at the project site [at a ratio of 3.47 person per unit]).

The project proposes 16 to 23 dwelling units per acre (gross) (or 400 to 580 residential units) and an increase in population of up to 2,013 persons. Based on these and the Town's buildout model assumptions, the proposed project could result in a net increase of up to 108 units and an increase of up to 375 persons at the project site, compared to the General Plan and 2016 Update buildout assumptions.

It is acknowledged that the 1991 Shady Rest Master Plan allows for development of 172 units at the project site. The proposed project would replace the 1991 Shady Rest Master Plan with the proposed Master Plan, increasing the allowed units to 580 units. This represents an increase of 408 units compared to the 1991 Shady Rest Master Plan assumptions.

2.0 INFILL ENVIRONMENTAL CHECKLIST

2.1 BACKGROUND

1.	**Project Title:** The Parcel
2.	**Lead Agency Name and Address:** Town of Mammoth Lakes 437 Old Mammoth Road, Suite 230 Mammoth Lakes, California 93546
3.	**Contact Person and Phone Number:** Ms. Sandra Moberly Community and Economic Development Director 760.965.3630
4.	**Project Location:** The project site is approximately 25.19 acres and is comprised of Assessor's Parcel Numbers (APNs) 035-010-020-000 and -100-003-000. Specifically, the site is located at the west end of Tavern Road, north end of Chaparral Road, and south of Center Street; refer to Exhibit 2. The property addresses are listed as 1699 Tavern Road and 33 Center Street.
5.	**Project Sponsor's Name and Address:** Town of Mammoth Lakes Sandra Moberly, Community and Economic Development Director 437 Old Mammoth Road, Suite 230 Mammoth Lakes, California 93546
6.	**General Plan Designation:** High-Density Residential 1 (HDR-1)
7.	**Zoning:** Residential Multi-Family 1 (RMF-1) with an Affordable Housing Overlay
8.	**Prior environmental Document(s) Analyzing the Effects of the Infill project (including State Clearinghouse Number if assigned):** *Final Program Environmental Impact Report for the Town of Mammoth Lakes 2005 General Plan Update* (State Clearinghouse No. 2003042155, dated May 2007) and *Town of Mammoth Lakes General Plan Land Use Element/ Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report* (State Clearinghouse No. 2015052072, dated June 2016).
9.	**Location of Prior Environmental Document(s) Analyzing the Effects of the Infill Project:** Town of Mammoth Lakes, California.
10.	**Description of Project:** The proposed project includes adaptation and implementation of the proposed Master Plan to construct a variety of affordable housing types with associated streets, community space/amenities, new bus stops, open spaces/parks, parking, and necessary utility infrastructure; refer to Exhibit 3. The development would include 400 to 580 residential units, which equate to 16 to 23 dwelling units per acre (gross). The units would range in sizes from approximately 400 square feet for studio units to minimum of 2,500 square feet for four-bedroom units. Depending on the building type, units would be available for rental or ownership. Specifically, 85 percent of all units would be rental units reserved for households with incomes at or below 120 percent AMI, and up to 15 percent of the units (or up to 87 units) would be rental or ownership units reserved for households working in the region with income more than 120 percent AMI but below 200 percent AMI. All units would be restricted to individuals and households working in the region for the purpose of workforce housing. In addition to residential units, the project also proposes to construct

	at least one community-serving facility (e.g., a childcare center, community center, or supportive service) to support a high quality of life for residents and strengthen neighborhood stability. As such, this Infill Environmental Checklist analyzes the incremental environmental impacts associated with the proposed project, compared to those analyzed in the 2007 General Plan EIR and 2016 Update EIR.
11.	**Surrounding Land Uses and Setting (Briefly describe the project's surroundings, including any prior uses of the project site, or if vacant, describe the urban uses that exist on at least 75 percent of the project's perimeter):** Surrounding land uses include commercial, retail, and office uses along Center Street and Lauren Mountain Road, as well as multi-family residential and single-family residential uses; refer to Section 1.2.1, *Environmental Setting*.
12.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** • Army Corps of Engineers; • Lahontan Regional Water Quality Control Board; • California Department of Fish and Wildlife; and • Great Basin Unified Air Pollution Control District.
13.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** As documented in this Infill Environmental Checklist, the project would not be subjected to CEQA and therefore, would not be subject to the AB 52 process; refer to Section 3.18, *Tribal Cultural Resources*.

2.2 APPENDIX M PERFORMANCE STANDARDS

For a project to qualify under CEQA Guidelines Section 15183.3, they must:

(a) Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter. For the purpose of this subdivision "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved public right-of-way;

(b) Be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy *or* meet the definition of a small walkable community project; and

(c) Satisfy the performance standards provided in Appendix M to the CEQA Guidelines.

(CEQA Guidelines, Section 15183.3, subd. (b)(1)-(3).)

As discussed further below, the project meets each of these eligibility requirements.

a) The Project is located in an urban area and is adjoined by existing qualified urban uses in its entirety?

For the purpose of CEQA Guidelines section 15183.3, an "urban area" includes an incorporated city such as the Town. (See Pub. Resources Code, Section 21094.5, subd. (e)(5).)

Additionally, more than 75 percent of the project's perimeter is surrounded by qualified urban uses. CEQA defines a "qualified urban use" as "any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses." (Pub. Resources Code, Section 21072.) Based on aerial maps (see, e.g., Exhibit 2), virtually all parcels surrounding the project site include qualified urban uses. Therefore, the proposed project meets this first criteria to utilize the Infill Streamlining Provision.

b) The Project is a small walkable community project.

For the purposes of CEQA's Infill Streamlining provisions, a small walkable community project is a project that is all of the following:

(A) In an incorporated city that is not within the boundary of metropolitan planning organization;

The Town is an incorporated city and is not located within the boundaries of a metropolitan planning organization.

(B) Within an area of approximately one-quarter mile diameter of contiguous land that includes a residential area adjacent to a retail downtown area and that is designated by the city for infill development consisting of residential and commercial uses. A city may designate such an area within its general plan, zoning code, or by any legislative act creating such a designation, and may make such designation concurrently with project approval; and

The General Plan evaluates the project site in conjunction with Main Street and Old Mammoth Road and collectively defines this area as a vibrant mix of retail, commercial, and workforce housing and envisions the residential development on the project site as a catalyst for continued commercial development in the surrounding area. (General Plan, pp. D-3, D-4.) Both the Main Street Corridor and Old Mammoth Road Corridor included Zoning of "Downtown" per the Town's Zoning Map (updated January 2015). As such, the Main Street Corridor adjoins the project site to the north, and the Old Mammoth Road Corridor adjoins the project site to the east. Further, existing multi-family and single-family residential uses are present to the south and west of the project site. Downtown (D) District is intended to provide a thriving mix of residential, non-residential, and lodging uses and a distinctive gateway entry into town, with a focus on ground-level commercial uses and active frontages. The development standards are intended to concentrate development along Main Street with a focus on shop front buildings that frame the street and provide an animated, pedestrian-friendly environment with high visual quality.

Therefore, the Town has already designated the project site and surrounding area for infill development consisting of residential and commercial uses.

(C) Either a residential project that has a density of at least eight units to the acre or a commercial project with a floor area ratio of at least 0.5, or both.

The proposed project would have a density of 16 to 23 units per acre (gross).

(CEQA Guidelines, Section 15183.3, subd. (f)(5).)

The proposed project meets each of these criteria, discussed as above. As such, the proposed project meets the definition of a small walkable community project.

c) The project is not inconsistent with any applicable provisions of Appendix M.

Qualifying residential projects located outside the boundaries of a metropolitan planning organization, such as the Town, are only required to implement the project features described in Section III of Appendix M. Specifically, Section III includes three provisions:

1. **Is the project a non-residential infill project that includes a renewable energy feature?**

The proposed project is a residential project. Therefore, this provision is not applicable to the project.

2. **Is the project site included on any list compiled pursuant to Section 65962.5 of the Government Code?**

The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

3. **Does the infill project include residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, of a high volume roadway or other significant source of air pollution, as defined in Appendix M?**

Unless more specifically defined by an air district, city or county, Appendix M defines a "high-volume roadway" to mean freeways, highways, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. No streets surrounding the project site meet this definition of a "high-volume roadway." Similarly, no land uses surrounding the project site constitute a significant source of air pollution. Therefore, no measures are required to be implemented to comply with this provision of Appendix M.

4. **Does the project achieve below average regional per capita vehicle miles travelled (VMT)?**

As discussed in Section 3.17, Transportation, Response (b), based on the Town's VMT Calculator, current average trip lengths for multifamily (mid-rise) residential uses average 21.9 miles.[2] The Town's VMT thresholds of significance for residential projects in the Town are a 15 percent reduction of the average trip length, which would be 18.6 miles. Given the project's 580 maximum dwelling units, the project would result in average trip lengths well below 10.0 miles (this is due to the project being an infill development project). As such, the project would achieve well below the average regional per capita VMT.

No other Appendix M criteria are applicable to the project.

2.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The infill project could potentially result in one or more of the following environmental effects; refer to Appendix A, *Infill Environmental Checklist*.

	Aesthetics		Mineral Resources
	Agriculture and Forestry Resources		Noise
	Air Quality		Population and Housing
	Biological Resources		Public Services
	Cultural Resources		Recreation
	Energy		Transportation
	Geology and Soils		Tribal Cultural Resources
	Greenhouse Gas Emissions		Utilities and Service Systems
	Hazards and Hazardous Materials		Wildfire
	Hydrology and Water Quality		Mandatory Findings of Significance
	Land Use and Planning		

[2] Correspondence from Haislip Hayes, Town of Mammoth Lakes Public Works Director, on November 9, 2020.

2.4 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed infill project WOULD NOT have a significant effect on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.	✓
I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects WOULD NOT be significant and a NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.	
I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.	
I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects WOULD be significant, and an infill ENVIRONMENTAL IMPACT REPORT is required to analyze those effects that are subject to CEQA.	

Sandra Moberly	Town of Mammoth Lakes
Signature	Agency
Sandra Moberly, AICP	December 3, 2020
Printed Name	Date

2.5 EVALUATION OF ENVIRONMENTAL IMPACTS OF INFILL PROJECTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) For the purposes of this checklist, "prior EIR" means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents. "Planning level decision" means the enactment or amendment of a general plan, community plan, specific plan, or zoning code. (Section 15183.3[e].)

4) Once the lead agency has determined that a particular physical impact may occur as a result of an infill project, then the checklist answers must indicate whether that impact has already been analyzed in a prior EIR. If the effect of the infill project is not more significant than what has already been analyzed, that effect of the infill project is not subject to CEQA. The brief explanation accompanying this determination should include page and section references to the portions of the prior EIR containing the analysis of that effect. The brief explanation shall also indicate whether the prior EIR included any mitigation measures to substantially lessen that effect and whether those measures have been incorporated into the infill project.

5) If the infill project would cause a significant adverse effect that either is specific to the project or project site and was not analyzed in a prior EIR, or is more significant than what was analyzed in a prior EIR, the lead agency must determine whether uniformly applicable development policies or standards that have been adopted by the lead agency, or city or county, would substantially mitigate that effect. If so, the checklist shall explain how the infill project's implementation of the uniformly applicable development policies will substantially mitigate that effect. That effect of the infill project is not subject to CEQA if the lead agency makes a finding, based upon substantial evidence, that the development policies or standards will substantially mitigate that effect.

6) If all effects of an infill project were either analyzed in a prior EIR or are substantially mitigated by uniformly applicable development policies or standards, CEQA does not apply to the project, and the lead agency shall file a Notice of Determination.

7) Effects of an infill project that either have not been analyzed in a prior EIR, or that uniformly applicable development policies or standards do not substantially mitigate, are subject to CEQA. With respect to those effects of the infill project that are subject to CEQA, the checklist shall

indicate whether those effects are significant, less than significant with mitigation, or less than significant. If there are one or more "Significant Impact" entries when the determination is made, an infill EIR is required. The infill EIR should be limited to analysis of those effects determined to be significant. (Sections 15128, 15183[d].)

8) "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures will reduce an effect of an infill project that is subject to CEQA from "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how those measures reduce the effect to a less than significant level. If the effects of an infill project that are subject to CEQA are less than significant with mitigation incorporated, the lead agency may prepare a Mitigated Negative Declaration. If all of the effects of the infill project that are subject to CEQA are less than significant, the lead agency may prepare a negative Declaration.

9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to an infill project's environmental effects in whatever format is selected.

10) The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

3.0 ENVIRONMENTAL ANALYSIS

3.1 AESTHETICS

This section corresponds with 2007 General Plan EIR Section 4.1, *Aesthetics*.

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

As detailed on page 4-3 of the 2007 General Plan EIR, included among the important viewpoints within the Town are Mammoth Crest, Crystal Crag, Lake Mary Road, the ski slopes on Mammoth Mountain, Lincoln Mountain, Sherwin Mountain (Range), State Route (SR) 203 (Main Street) east of Old Mammoth Road, U.S. Highway 395 along its entire length in the Planning Area of the Town, the White Mountains, Old Mammoth Road south of Mammoth Creek, and many other striking features. Mammoth Mountain and portions of the Sierra Nevada mountain range and White Mountains can be seen from nearly all points within the Town. As discussed on page 4-12 of the 2007 General Plan EIR, continued development within the Town's Urban Growth Boundary (UGB; defined as the geographic area in which growth could occur) would permanently replace some existing views and scenic vistas with more intensive urban type uses. The primary areas of visual impact would be Snowcreek Meadow (proposed resort development) and the vicinity of North Village (Specific Plan area with visitor-oriented commercial and visitor lodging uses).

As detailed on page 4-15 of the 2007 General Plan EIR, all major development projects would undergo environmental and design review on a site-specific basis, per CEQA, the Town's Municipal Code and all applicable regulatory requirements to ensure that facilities and structures would be sited in a way that would not have substantial adverse effects to scenic vistas. In addition, policies and several implementation measures contained in the 2005 General Plan Update would ensure that no new development is permitted on prominent ridgelines and bluffs (I.5.B.b.4), building heights would remain below average tree tops in the forested portions of the community (I.5.B.b.5), and new construction is determined through the development review process to ensure that the scale is appropriate and appropriate with adjacent land uses, including preservation of existing views, light and solar access (VI.4.B.a.2). Further, Implementation Measure VI.1.A.c would allow exemptions to height limitations for development projects; any such exemption would be subject to rigorous visual analysis acceptable to the Town, showing that the exception is warranted in light of other community goals and benefits and does not significantly impact views (page 4-14 of the 2007 General Plan EIR). The maintenance of the existing UGB would further assist in limiting development from additional areas of the Town that could have an effect on a scenic vista (page 4-14 of the 2007 General Plan EIR). Therefore, the 2007 General Plan EIR concluded that the 2005 General Plan's policies and implementation measures, along with project-specific environmental and design review by the City, would reduce impacts to scenic vistas to a less than significant level.

The project site is located to the south of Main Street, and to the west of Old Mammoth Road. Main Street serves as the main (commercial) corridor for motorists, pedestrians, and bicyclists in the Town. The most notable views from Main Street are of the Sherwin Range and Mammoth Rock to the south

and the natural topography of Mammoth Mountain to the west. Views of Mammoth Mountain to the west are available from most locations along Main Street (Figures 4.1-5 through 4.1-7 of the 2016 Update EIR). However, in many instances, intervening buildings, trees, and high drifts of snow during the winter obstruct full views of Sherwin Range and Mammoth Rock from mid-block areas along Main Street. Old Mammoth Road is a primary commercial corridor in the Town for motorists and pedestrians. Compared to Main Street, Old Mammoth Road has a more pedestrian-oriented environment, with a narrower street width, continuous sidewalks, and more buildings located closer to the street edge. Notable views viable along Old Mammoth Road include the Knolls to the north and Sherwin Range and Mammoth Rock to the south (Figures 4.1-5 through 4.1-7 of the 2016 Update EIR).

Full views of the Sherwin Range and Mammoth Rock to the south of the project site are currently largely obstructed by intervening buildings, trees, and high drifts of snow during the winter. The project proposes transition in height and intensity of development to match the height allowed in adjacent neighborhoods and commercial areas; refer to Exhibit 3. As such, the northern portion of the project site would include development with proposed heights up to four stories (55 feet) whereas the areas nearby off-site single family would be up to two stories (35 feet). It is acknowledged that some existing on-site and surrounding mature pine trees exceed 55 feet; as such, proposed building heights would remain below average tree tops. Due to the location of the project site (set back from Main Street and Old Mammoth Road), the orientation of the project site from these scenic views, and the existing presence of structures and mature trees, project implementation would not result in a significant increase in view blockage of visual resources, as seen from public views along Main Street toward the Knolls to the north and Old Mammoth Road toward the Sherwin Range and Mammoth Rock to the south.

Overall, the proposed project would result in less than significant impacts on designated public views within the project area and would not result in any new specific effects or more significant effects than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

As detailed on page 4-4 of the 2007 General Plan EIR, SR 203 is eligible for designation as a scenic highway in its entirety but has not been formally established as one. The current conditions on SR 203 within the UGB limit the views of the landscape because of the localized topography, tree canopy and existing development. As stated on page 4-16 of the 2007 General Plan EIR, policies and implementation measures contained in the 2005 General Plan Update would require the Town's site plan review to make every feasible effort to save large specimen trees (I.1.B.d.1), to cluster development so as to retain and preserve existing trees and open space (I.2.A.a.4), that no new

development is permitted on prominent ridgelines and bluffs (I.5.B.b.4), building heights remain below average tree tops in the forested portions of the community (I.5.B.b.5) and for the Town to work with Caltrans to implement Scenic Highway status for US 395 and State Route 203 Corridors (VII.3.C.a.1). Additionally, the 2007 General Plan EIR included Mitigation Measures 4.1-1, 4.1-2, and 4.1-3 that would enforce the existing setback requirements along Mammoth Creek, include standards in the Design Review Guidelines to assure an attractive face in the vicinity of the Main Street (SR 203) and Old Mammoth Road intersection, and ensure that development at the Mammoth Yosemite Airport that is visible from Highway 395 is consistent with State scenic highway regulations. As such, the 2007 General Plan EIR concluded that implementation of the Town design review requirements, along with the 2005 General Plan's implementation measures and mitigation measures, would reduce impacts to scenic resources, including views from SR 203, and local trees and rock outcrops to a less than significant level.

SR 203 (Main Street), trending in an east/west direction approximately 180-feet north of the project site, is eligible to be designated as a State Scenic Highway. As discussed in Response 3.1(a) above, the proposed project would not result in increased view blockage of visual resources as seen from Main Street, and proposed improvements do not front Main Street. As such, no increased impacts would result in this regard. Further, the project proposed the adaptation of a Master Plan for the project site, which includes design standards (page 11 of the Master Plan) to address issues such as building height and massing, tree preservation, and lighting. These standards are specifically designed for the site in accordance to the previously approved (and binding) Mitigation Measure 4.1-2 from the 2007 General Plan EIR to ensure that development in proximity to SR 203 would not detract from scenic resource. Additionally, views of the project site are not afforded from Highway 395 due to intervening topography, structures, and vegetation. Overall, the proposed project would result in less than significant impacts on scenic resources and would not result in any new specific effects or more significant effects than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Previously certified environmental documents include mitigation measures to reduce potential impacts associated with implementation of the General Plan.

4.1-2 The Town shall amend the Design Review Guidelines to include standards to assure that public and private facilities in the vicinity of the Main Street (SR203) and the Old Mammoth Road intersection shall be designed to present an attractive face to the road. The standards shall address such issues as building height and massing, tree preservation, and lighting to ensure that public and private development in proximity to SR203, which is eligible for designation as a scenic highway, do not detract from scenic resources. (2007 General Plan EIR Mitigation Measure 4.1-2)

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Approved Mitigation Measures.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analyses under *Issue 4.1-3* (page 4-18) of the 2007 General Plan EIR.

Concerning short-term impacts to visual character and quality, temporary exposed graded surfaces, construction debris, the presence of construction equipment, construction cranes, truck traffic, and stockpiled equipment resulting from future construction may impact views of individual sites from surrounding uses and roadways (page 4-18 of the 2007 General Plan EIR). However, these impacts are short term and would cease upon completion of an individual project.

Concerning long-term impacts, new development would result in the construction of structures that are consistent with the designs and materials that have been previously determined appropriate to Mammoth Lakes, its setting, and history through the previously adopted Design Guidelines (page 4-18 of the 2007 General Plan EIR). As new development would be subject to design review requirements of the Town, the new development or redevelopment would result in a quality of development that is consistent with the community character. The 2005 General Plan Update proposes the adoption of polices and implementation measures to reduce potential impacts regarding the visual quality and character of the Town; refer to page 4-18 of the 2007 General Plan EIR for a list of relevant policies and implementation measures. Although the these polices and implementation measures would ensure that new development would be consistent with the existing character of the Town, development associated with implementation of the 2005 General Plan Update would involve the replacement of undeveloped vacant areas with building structures, landscaping, fuel modification zones, etc. The replacement of undeveloped areas with urbanized uses would result in impacts to the visual character and/or quality of the Town (page 4-20 of the 2007 General Plan EIR). Despite that all future development projects would be subject to project-specific environmental and design review, and the applicable policies and implementation measures would be implemented, the existing visual character of the Town would still be permanently changed with implementation of the 2005. Thus, due to the permanent change in visual character of newly developed areas of the Town, the 2007 General Plan EIR concluded that impacts to the Town's visual character and quality are significant and unavoidable (page 4-20 of the 2007 General Plan EIR)

The project site is surrounded by commercial, retail, and office uses along Center Street and Laurel Mountain Road, as well as multi-family residential and single-family residential uses. The proposed development would not conflict with the General Plan or Municipal Code policies concerning long-term impacts to visual character/quality upon adaptation of the proposed Master Plan; refer to Section 3.11, *Land Use and Planning*. Per the General Plan, the "Community Vision" for Mammoth Lakes embodies important values and principles that recognize the uniqueness of the natural surroundings and the Town's character as a village in the trees. Building heights are encouraged to be kept within the tree canopy. To maintain a community of cohesive residential neighborhoods in a unique mountain environment, natural beauty, critical environmental areas and open space are protected. As such, standards for design and development that complement and are appropriate to the Eastern Sierra

Nevada mountain setting and the Town's sense of a "village in the trees" with small town charm have been included in the Town's Municipal Code requirements.

The proposed project would remove the existing Affordable Housing Overlay and replace these regulations with the proposed Master Plan. However, in areas where this Master Plan is silent as to a specific development standard found in the Municipal Code, the standards for the underlying zone district (RMF-1) would apply. The project would result in the construction of 400 to 580 residential units (16 to 23 dwelling units per gross acre). In addition to residential units, the project also proposes to construct at least one community-serving facility (e.g., a childcare center, community center, or supportive service) to support a high quality of life for residents and strengthen neighborhood stability. Development would be compatible with the surrounding context (existing and anticipated) by providing transition in height and intensity to match the height allowed in adjacent neighborhoods and commercial areas. Proposed building heights would range two to four stories in height; refer to Exhibit 3. Proposed heights would transition from lower buildings (up to two stories [or 35 feet]) near lower density single-family residential housing to the east, to three story buildings (or 45 feet) closer to existing multi-family residential uses, and up to four stories (or 55 feet) in height abutting commercial development to the north. It is acknowledged that some existing on-site and surrounding mature pine trees exceed 55 feet; as such, proposed building heights would remain below average tree tops.

The proposed project would be required to comply with Municipal Code requirements regarding scenic quality, such as requirements for future development to undergo the Town's Design Review process (Municipal Code Chapter 17.88, *Design Review*). The design review process, would ensure that the project would:

- Implement the goals, policies and objectives of the General Plan related to community design and character;

- Promote excellence in site planning and design and the harmonious appearance of buildings and sites and ensure the man-made environment is designed to complement, not dominate, the natural environment;

- Regulate the design, coloration, materials, illumination, and landscaping of new construction, and renovations within the town in order to maintain and enhance the image, attractiveness, and environmental qualities of the town as a mountain resort community;

- Ensure that new landscaping provides a visually pleasing setting for structures on the site and within the public right-of way and to prevent indiscriminate destruction of trees and natural vegetation, excessive or unsightly grading, indiscriminate clearing of property, and destruction of natural significant landforms;

- Ensure that the architectural design of structures and their materials and colors are appropriate to the function of the project and the high-elevation climate of Mammoth Lakes and are visually harmonious with surrounding development and natural landforms, trees, and vegetation; and

- Supplement other Town regulations and standards in order to ensure control of aspects of design that are not otherwise addressed.

The proposed project would also be required to comply with the requirements for tree removal, in accordance with Municipal Code Section 17.36.140, *Tree Removal and Protection*. This section includes provisions to protect and to regulate the removal of certain trees, based on the important environmental, aesthetic, and health benefits that trees provide to Mammoth Lakes residents and visitors, and the contribution of such benefits to public health, safety and welfare. These benefits include, but are not limited to, enhancement of the character and beauty of the community as a "Village in the Trees," protection of property values, provision of wildlife habitat, reduction of soil erosion, noise buffering, wind protection, and visual screening for development. As such, the proposed project would be required to obtain appropriate tree removal permit(s) and/or a tree removal and protection plan, and, as such, would be subject to all requirements set forth accordingly (Municipal Code Section 17.36.140). In accordance with Municipal Code Section 17.36.140(I), *Mitigation for tree removal*, if required by the Director either in conjunction with a tree removal permit, construction-related tree removal, or as penalty for tree removal performed without a permit, replacement planting may occur in areas suitable for tree replacement with species identified in the Town of Mammoth Lakes' Recommended Plant List. The replacement ratio would be determined by the Director. If required, the minimum replacement tree size would be seven gallons. Replacement requirements may also be determined based on the valuation of the tree as determined by a Registered Professional Forester (RPF) or arborist.

As such, with compliance with the Town's Municipal Code requirements, including the design review process and tree removal and protection regulations, the proposed development would be consistent with the Town's "Village in the Trees" character and would be complementary to the visible massing of the existing buildings in the surrounding area. Further, as discussed, the 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, as shown on the Town's Land Use Map (Figure 3-4 on page 3-10 of the 2007 General Plan EIR). As such, potential aesthetic impacts associated with the proposed high density residential workforce housing on the project site (per General Plan Land Use designation of HDR-1) have been considered in the 2007 General Plan EIR. The project's long-term impacts pertaining to the scenic resources would be less than significant levels.

Overall, the proposed project would result in less than significant impacts on scenic resources and would not result in any new specific effects or more significant effects than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

As detailed on page 4-20 of the 2007 General Plan EIR, given the isolated mountain setting, some fugitive light and glare impacts already exist in the Planning Area due to existing developments and land uses that do not meet the current requirements of the Town's Lighting Ordinance (currently Municipal Code Section 17.36.030, *Exterior Lighting*). These impacts reduce the quality of star-gazing for residents and visitors, and the intensification of development under the 2005 General Plan Update would incrementally contribute to the existing built environment. The 2005 General Plan Update proposes the adoption of several implementation measures to reduce potential light and glare impacts; refer to page 20 of the 2007 General Plan EIR for a list of relevant policies and implementation measures. As discussed on page 4-21 of the 2007 General Plan EIR, development projects would be subject to environmental and design review on a site-specific basis to ensure that light and glare impacts do not substantially increase the amount and intensity of nighttime lighting nor cause light spillover onto adjoining properties, do not reduce night sky visibility, and do not increase the potential for glare onto adjacent areas including the Highway 395 Scenic Corridor. Additionally, all new development would be required to comply with the requirements of the Town's Lighting Ordinance (currently Municipal Code Section 17.36.030). Further, the 2007 General Plan EIR included Mitigation Measure 4.1-4, which requires revision of the Lighting Ordinance to project views of the night sky and to ensure that the intent of the Lighting Ordinance is met.

While the Town has policies and regulations regarding lighting and was planned to review the Lighting Ordinance in accordance with Mitigation Measure 4.1-4, given the increase in development that would occur under the 2005 General Plan Update compared with existing conditions, the 2007 General Plan EIR determined that the 2005 General Plan Update would result in an increase in lights at night which would impact the night sky (page 4-21 of the 2007 General Plan EIR). As such, the 2007 General Plan concluded that a significant and unavoidable impact with regard to night lighting and a reduction in the quality of star-gazing for residents and visitors would occur.

The 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, as shown on the Town's Land Use Map (Figure 3-4 on page 3-10 of the 2007 General Plan EIR). As such, potential environmental impacts associated with the proposed high density residential workforce housing on the project site (per General Plan Land Use designation of HDR-1) have been considered in the 2007 General Plan EIR.

The project is located near the commercial areas of the Town. The proposed project would comply with the allowable construction hours and exterior lighting requirements identified in the Town's Municipal Code. Specifically, Section 12.08.260, *Hours of Work*, of the Municipal Code limits grading operations to between 7:00 a.m. and 8:00 p.m. Monday through Saturday, with Sunday construction permitted between 9:00 a.m. and 5:00 p.m. upon the approval of the Town's Public Works Director (or designee) for construction within 500 feet of residential or commercial occupancies. Further, Section 17.36.030, *Exterior Lighting*, of the Municipal Code provides rules and regulations for outdoor lighting within the Town. Additionally, the project would be subject to environmental and design review in accordance with Chapter 17.88, *Design Review*, of the Municipal Code, which would ensure that project-generated illumination would not exceed the standards set forth in Chapter 17.88 of the Municipal Code. As such, although the project would result in an increase in lights at night in the region, impacts in this regard would be less than significant with compliance with all applicable

Municipal Code provisions, and would not result in any new specific effects or more significant effects than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.2 AGRICULTURE AND FORESTRY RESOURCES

This section corresponds with 2007 General Plan EIR Section 4.7, *Land Use*, and Section 6.0, *Other CEQA Considerations*.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

As discussed on page 6-5 of the 2007 General Plan EIR, here are no prime or unique farmlands or other agricultural operations within the UGB or the Municipal Boundary of the Town. However, the United States Forest Service (USFS) has issued grazing leasehold permits to a number of cattle and sheep operations, several of which enter into the Planning Area. The USFS indicated that there have been some land use conflicts stemming primarily from recreational uses with respect to lease hold activities in the vicinity of the Visitor Center/Shady Rest Park, and in the vicinity of the Sherwin Gravel Pit. As detailed on page 4-196 of the 2007 General Plan EIR, the Inyo National Forest Land and Resource Management Plan places an emphasis on cultural resources, ski facility development, fish resources, geology research, land exchanges, visual resource, wildlife resources, water resources and also encourages recreation use of the Inyo National Forest lands (page 4-196 of the 2007 General Plan EIR). As such, the 2007 General Plan EIR determined that the increase in population as a result of the implementation of the 2005 General Plan Update would not conflict with the USFS Plan, even though the plan originally intended for these sites for grazing/agricultural uses. In addition, the 2005 General Plan Update would not lead to a conflict with existing zoning for agricultural uses or a Williamson Act contract nor would it result in conversion of farmland to non-agricultural uses for the

same reasons. Therefore, the 2007 General Plan EIR concluded that the 2005 General Plan Update would not impact agricultural resources.

According to the California Department of Conservation, the project site is not located within areas identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] Thus, similar to the 2005 General Plan, no impacts would occur in this regard and the proposed project would not result in any new specific effects or more significant effects than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Refer to Response 3.2(a) above for a discussion on potential agricultural impacts associated with 2005 General Plan Update as discussed in the 2007 General Plan EIR.

The project site is zoned RMF-1 and is not covered under a Williamson Act contract. Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

c) Conflict with existing zoning for, or cause rezoning, of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Refer to Response 3.2(a) above for a discussion on potential forest land impacts associated with 2005 General Plan Update as discussed in the 2007 General Plan EIR.

The project site is zone RMF-1 with an Affordable Housing Overlay. Although the project site is located within an area of known forest habitat, the project site is not zoned for forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed project would not conflict

[3] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed October 13, 2020.

with such zoning and would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Refer to Response 3.2(a) above for a discussion on potential forest land impacts associated with 2005 General Plan Update as discussed in the 2007 General Plan EIR.

Although the project site is located within an area of known forest habitat and the project would involve the removal of trees, the project site is not located on National Forest land and no known forestry operations currently occur at the project site or in the project vicinity. Based on the site's General Plan land use designation of HDR-1 and zoning of RMF-1 with an Affordable Housing Overlay, the site has always been intended for residential purposes by the Town. Additionally, the project site is surrounded by existing development on all sides. As such, implementation of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Refer to Responses 3.2(a) through 3.2(d). Implementation of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

3.3 AIR QUALITY

This section corresponds with 2007 General Plan EIR Section 4.2 *Air Quality*, as well as Section 6.0(D), *Significant And Unavoidable Environmental Impacts*.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

This impact threshold corresponds to the analysis under *Issue 4.2-1* (page 4-35) of the 2007 General Plan EIR.
The Town is located within the Great Basin Valleys Air Basin (Basin), which is governed by the Great Basin Unified Air Pollution Control District (GBUAPCD). The currently applicable GBUAPCD air quality plans are the *Air Quality Maintenance Plan and PM_{10} Redesignation Request for the Town of Mammoth Lakes* (2014 AQMP) (dated November 6, 2013) and the *Town of Mammoth Lakes Air Quality Management Plan 2014-2016 Triennial Progress Report* (2017 AQMP) (dated December 2017), an update to the 2014 AQMP. The modeling analysis included in the 2017 AQMP is based on growth projections and vehicle miles traveled (VMT) from the buildout of the General Plan.

The 2007 General Plan EIR discussed the potential air quality impacts associated with the Town's 2004 condition as well as for the buildout year (2024) condition, and analyzed the potential conflict with the *Air Quality Management Plan for the Town of Mammoth Lakes* (1990 AQMP), adopted by the Town Council and GBUAPCD in November and December 1990 (2007 General Plan EIR page 4-24). The 2007 General Plan EIR determined that implementation of the 2005 General Plan Update would potentially result in development that would exceed the 1990 AQMP vehicle miles traveled (VMT) cap (2007 General Plan EIR page 4-35), which could subsequently result in an exceedance of coarse particulate matter (PM_{10}).

As discussed in the 2007 General Plan EIR, the 2005 General Plan Update incorporates implementation measures that either directly or indirectly reduce PM_{10} emissions. Specifically, several implementation measures would encourage higher density residential and mixed-use development adjacent to commercial centers, mountain portals and transit corridors, which would inherently reduce the number of vehicle trips, VMT, and encourage alternative modes of transportation (2007 General Plan EIR page 4-38). The 2007 General Plan EIR also included Mitigation Measure 4.2-1, which would limit the total Town VMT to the level specified in Municipal Code Section 8.30.110, *Road Dust Reduction Measures*. Mitigation Measure 4.2-1 also require specific projects that would result in 500 daily vehicle trips to have a VMT analysis incorporated into the AQMP model for the project. As stated on page 4-39 of the 2007 General Plan EIR, the Town would not grant approval to any project which would cause peak VMT to exceed the maximum VMT level as specified in the Town's Municipal Code Section 8.30.110. However, if it could be determined that a higher VMT level as the result of a project may be sustained without exceeding the National Ambient Air Quality Standards (NAAQs), then appropriate amendments to the Town's Municipal Code and 1990 AQMP may be considered. With adaptation of the implementation measures and implementation of Mitigation Measure 4.2-1, the 2007 General Plan EIR concluded that less than significant impacts would occur as a result of the 2005 General Plan.

The 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, as shown on the Town's Land Use Map (Figure 3-4 on page 3-10 of the 2007 General Plan EIR). As such, potential air quality impacts associated with the proposed project (constructing high density residential workforce housing per General Plan Land Use designation of HDR-1, Shady Rest Tract) have been considered in the 2007 General Plan EIR.

As discussed under Impact Section 3.3(b) below, the proposed project's construction and operational emissions would not exceed the adopted Mojave Desert Air Quality Management District (MDAQMD) thresholds with implementation of the required GBUAPCD Rules and Regulations, consistent with the methodology highlighted in the 2016 Update EIR (i.e., the MDAQMD's regional thresholds of significance are used per guidance from the GBUAPCD). The 2016 Update EIR methodology was adopted as the 2007 General Plan EIR did not include a project level threshold. Furthermore, 100 percent of the project's units would be affordable housing, the project would include bike lanes and an on-site bus stop, and would connect residential development to Main Street (a commercial center as well as transit corridor), which would help reduce VMT, and also exempts the project from having to complete a VMT analysis. Therefore, the project would be consistent with the analysis in the 2007 General Plan EIR and would not add an additional impact.

The project would also be required to comply with all applicable GBUAPCD Rules and Regulations. Lastly, the project would be required to comply with all applicable General Plan policies, as described in the 2007 General Plan EIR and 2016 Update EIR, which would further reduce impacts associated with plan consistency to a less than significant level with mitigation measures.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

This impact threshold was modified since the 2007 General Plan was prepared, and corresponds to the analysis under *Issues 4.2-2* (page 4-39) and *4.2-3* (page 4-44) of the 2007 General Plan EIR.

As discussed above, the 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations (Figure 3-4 of the 2007 General Plan EIR). As such, the 2007 General Plan EIR considered potential air quality impacts associated with the proposed high density residential workforce housing on the project site, which is designated as HDR-1 (Shady Rest Tract).

As stated on pages 4-39 and 4-44 of the 2007 General Plan EIR, the Mammoth Lakes portion of the Basin is designated as nonattainment for O_3 (State standard only), and that the Town is considered to be in nonattainment of the federal 24-hour PM_{10} standard. The 2007 General Plan EIR noted that the O_3 impact is primarily the result of pollution generated in San Joaquin Valley, and that exceedances of the O_3 standard would likely occur without any contribution of emissions of O_3 precursors (nitrogen oxides and hydrocarbons) from Town activity (page 4-39 of the 2007 General Plan EIR). Nevertheless, as shown on Table 4.2-2 of the 2007 General Plan EIR, exceedances of the federal 24-hour PM_{10} standard on road dust dominated days is anticipated as a result of implementation of the 2005 General Plan. It is also noted on Table 4.2-3 of the 2007 General Plan EIR that the increase in emissions at full buildout of the Town (including the anticipated high density residential development on the project site) represents a one percent increase for both PM_{10}, among increases in other criteria pollutants.

The 2007 General Plan EIR included implementation measures from *Issue 4.2-1* as well as Mitigation Measure 4.2-2 to reduce potential impacts associated with 24-hour PM_{10} and one-hour O_3 standards. Mitigation Measure 4.2-2 would require the Town to evaluate PM_{10} level on an annual basis using the AQMP model established for the 2007 General Plan EIR, and restrict future development as necessary to manage Town-wide VMT at levels that ensure compliance with federal PM_{10} NAAQS. Implementation of implementation measures outlined under *Issues 4.2-2* and *4.2-2* and Mitigation Measure 4.2-2 would be expected to ensure that the future development in accordance with the 2005 General Plan Update would meet the federal PM_{10} standard (page 4-47 of the 2007 General Plan EIR). Nevertheless, the 2007 General Plan EIR concluded that even with implementation of Mitigation Measure 4.2-2, attainment of the State standard for PM_{10} and one-hour standard for O_3 are not expected, and the impact remains significant and unavoidable (page 4-43 of the 2007 General Plan EIR).

It is noted that the 2005 General Plan Update is a long-range plan guiding future growth in the Town and does not contain project level details (page 4-43 of the 2007 General Plan EIR). Thus, the individual project-level construction emissions for the proposed was analyzed below to determine if a project-level impact would occur.

Short-Term Construction Impacts

The proposed project's construction emissions were modeled within the California Emission Estimator Model Version 2016.3.2 (CalEEMod). Construction assumptions were provided by the Town; refer to Section 1.5, *Project Description*. The maximum buildout potential of 580 residential units, along with 660 parking spaces, and a half-acre central park was modeled. It was conservatively assumed that most of these parking spaces would be podium or tuck-under style. The project would be built in six phases, with construction starting in summer 2021 and ending in summer 2028. In total, the project would have 29,522 cubic yards of cut and 15,734 cubic yards of fill, with 13,788 cubic yards of soil export. The 2007 General Plan EIR did not adopt a significance threshold that would be applicable to the project; thus, consistent with the 2016 Update EIR and GBUAPCD recommendations, the MDAQMD numerical air quality significant thresholds were adopted. Table 2, *Maximum Daily Construction Emissions*, describes the project's maximum daily construction emissions, as modeled in CalEEMod. As seen in Table 2, the proposed maximum buildout of the project would not exceed the established MDAQMD numerical air quality thresholds for direct and indirect sources.

Table 2
Maximum Daily Construction Emissions

Construction Phase (Year)	Daily Maximum Pollutant Emissions (lbs/day)[1,2]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Emissions						
2021	5.7	48.23	43.68	0.09	5.68	3.32
2022	9.13	62.55	69.18	0.15	8.48	4.41
2023	39.7	57.02	66.56	0.15	8.62	4.29
2024	40.44	70.92	89.64	0.21	10.92	5.17
2025	39.89	64.18	87.29	0.21	10.54	4.81
2026	38.61	47.7	62.02	0.14	8.13	3.83
2027	35.43	34.61	46.07	0.12	5.72	2.28
2028	32.44	17.21	22.6	0.06	2.86	1.14
Maximum Daily Emissions	**40.44**	**70.92**	**89.64**	**0.21**	**10.92**	**5.17**
Significance Threshold[3]	***137***	***137***	***548***	***137***	***82***	***65***
Emissions Exceed Thresholds?	***No***	***No***	***No***	***No***	***No***	***No***
Winter Emissions						
2021	5.17	48.22	43.43	0.09	5.68	3.32
2022	8.16	62.63	68.73	0.15	8.48	4.41
2023	39.15	57.07	66.2	0.15	8.62	4.28
2024	39.51	71.05	89.13	0.2	10.92	5.17
2025	39.01	64.31	86.8	0.21	10.54	4.81
2026	38.15	47.77	61.7	0.15	8.13	3.83
2027	35.02	34.75	45.77	0.12	5.72	2.28
2028	32.38	17.28	22.45	0.06	2.86	1.14
Maximum Daily Emissions	**39.51**	**71.05**	**89.13**	**0.21**	**10.92**	**5.17**
Significance Threshold[3]	***137***	***137***	***548***	***137***	***82***	***65***
Emissions Exceed Thresholds?	***No***	***No***	***No***	***No***	***No***	***No***

ROC = reactive organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter smaller than 10 microns; $PM_{2.5}$ = particulate matter smaller than 2.5 microns

Notes:
1. Emissions were calculated using CalEEMod version 2016.3.2.
2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod. The mitigation includes complying with MM AIR-1 and MM AIR-2, which requires the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads three times daily; limit speeds on unpaved roads to 15 miles per hour; and use CARB certified engines. In addition, the project's architectural coatings would comply with the ROG limits listed in the 2019 CALGreen Code Section 4.50.
3. Regional daily construction thresholds are based on the MDAQMD significance thresholds.

Refer to Appendix B, *Air Quality, Energy, and Greenhouse Gas Data*, for assumptions used in this analysis.

As shown in Table 2, the project would not exceed the adopted MDAQMD thresholds with implementation of the required GBUAPCD Rule 401 and Rule 402. The Mitigation Measures from the 2007 General Plan EIR would not be applicable to the project site, as they are of a programmatic level and relate to VMT, which the project is exempt from as an affordable housing project. Thus, with compliance of the GBUAPCD Rules 401 and 402, the proposed project would have a less than significant short-term construction impact.

Long-Term Operational Impacts

The proposed project's operational emissions were modeled with CalEEMod and the California Air Resources Board (CARB) 2017 EMission FACtor Model (EMFAC2017). Table 3, *Long-Term Operational Air Emissions*, highlights the proposed project's operational emissions from area, energy, and mobile sources. According to *The Parcel Buildout Transportation Analysis* (Transportation Analysis), prepared by LSC Transportation Consultants, Inc., dated December 3, 2020, the project would generate 3,184 daily trips during weekdays and 3,541 daily trips during Saturdays and Sundays.

Table 3
Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds/day)[1,3]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Emissions[4]						
Area	12.87	10.34	52.04	0.07	1.06	10.6
Energy	0.10	0.87	0.37	<0.01	0.07	0.07
Mobile	8.71	16.51	53.78	0.18	18.59	5.08
Total Summer Emissions[5]	**21.68**	**27.71**	**106.18**	**0.25**	**19.71**	**6.21**
Significance Threshold[2]	*137*	*137*	*548*	*137*	*82*	*65*
Is Threshold Exceeded? (Significant Impact?)	***No***	***No***	***No***	***No***	***No***	***No***
Winter Emissions[4]						
Area	12.87	10.34	52.04	0.07	1.06	1.06
Energy	0.10	0.87	0.37	<0.01	0.07	0.07
Mobile	10.58	17.18	54.28	0.18	18.59	5.08
Total Winter Emissions[5]	***23.55***	***28.38***	***106.68***	***0.25***	***19.71***	***6.21***
Significance Threshold[2]	*137*	*137*	*548*	*137*	*82*	*65*
Is Threshold Exceeded? (Significant Impact?)	***No***	***No***	***No***	***No***	***No***	***No***

ROC = reactive organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter smaller than 10 microns; $PM_{2.5}$ = particulate matter smaller than 2.5 microns

Notes:
1. Based on CalEEMod version 2016.3.2 and EMFAC2017 modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.
2. Regional daily thresholds are based on the MDAQMD significance thresholds.
3. Refer to Appendix B, *Air Quality, Energy, and Greenhouse Gas Data*, for assumptions used in this analysis.
4. Mitigation includes compliance with MM AIR-3. The project architectural coatings would comply with the ROG limits listed in the 2019 CALGreen Code Section 4.50.

As seen in Table 3, the majority of the project's operational emissions would be from mobile sources, consistent with the 2007 General Plan EIR. Furthermore, the project's total operational emission would be below the MDAQMD thresholds. As an 100 percent affordable housing project, the project would include design features that which would help reduce the project's total VMT, and help lower mobile source emissions. Thus, the proposed project would have a less than significant operational impact.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

This impact threshold corresponds to the analysis under *Issue 4.2-4* (page 4-47) of the 2007 General Plan EIR.

A project could have the potential to expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute substantially to elevated pollutant concentration levels or place the project in an area with elevated pollutant concentrations. As detailed in the 2007 General Plan EIR, construction and operational activities associated with the implementation of the 2005 General Plan Update would not result in an exceedance of the federal PM_{10} standard; however, sensitive receptors would still likely be exposed to exceedances of the State PM_{10} and ozone (O_3) standards (page 4-47 of the 2007 General Plan EIR). As such, the 2007 General Plan EIR concluded that implementation of the implementation measures and Mitigation Measures 4.2-1 and 4.2-2 outlined under *Issues 4.2-1* and *4.2-2* would be expected to ensure that the 2005 General Plan Update would not expose sensitive receptors to PM_{10} concentrations that would exceed the federal standard. However, sensitive receptors could be exposed to substantial pollutant concentration associated with implementation of the 2005 General Plana and increasing the total population within the Town would likely lead to some increase in exposure of sensitive receptors to substantial pollutant concentration (page 4-48 of the 2007 General Plan EIR). Although it is noted that exceedances of the O_3 standard would likely occur without any contribution of emissions of O_3 precursors from Town activities, the 2007 General Plan EIR concluded that the 2005 General Plan Update would result in significant and unavoidable impacts in this regard due to the existing substantial pollutant concentration.

It is noted that the 2005 General Plan Update is a long-range plan guiding future growth in the Town and does not contain project level details (page 4-43 of the 2007 General Plan EIR). Thus, the individual project-level construction emissions for the proposed was analyzed below to determine if a project-level impact would occur.

Construction Activities

The GBUAPCD has developed a permitting process prior to the construction of any development within the Basin to ensure that construction activities would not result in exceedances of the National Ambient Air Quality Standards (NAAQS). The GBUAPCD emphasizes the use of control measures during construction activities. As stated in Impact Section 3.3(b), the project would comply with all applicable GBUAPCD rules and regulations, which would reduce impacts associated with construction by demonstrating that the appropriate control measures would be utilized during construction activities. Additionally, as described in Impact Section 3.3(b), the proposed project would not exceed the established MDAQMD air emission thresholds for construction emissions. Construction of the project would occur in six phases, with grading, building construction, paving, and architectural coatings occurring during all six phases. While some of the phases would have overlap, construction activities would be spread out over the entire project site and not concentrated to a single area near sensitive receptors. Therefore, sensitive receptors in the area would not be exposed to substantial pollution concentrations during the construction of the proposed project.

Operational Activities

The proposed project would include residential uses, as well as parking and open space. These land uses do not have the potential to emit large amounts of toxic air contaminants (TACs) during operation. Operational equipment that have the potential to emit TACs (emergency generators, boilers, etc.) would be required to go through the GBUAPCD permitting process prior to installation. Thus, the proposed project would not expose sensitive receptors to substantial pollution concentrations during operations and a less than significant impact would occur.

Carbon Monoxide Hotspot

The 2007 General Plan EIR did not analyze a Carbon Monoxide Hotspot for the project site. As described in the 2016 Update EIR, the 2016 Update would not create a CO hotspot impact. As discussed in Impact Section 3.3(b), the proposed project would not include construction or operational CO air emissions that would exceed established MDAQMD thresholds. Furthermore, the project site is located within a basin that is unclassified or in attainment for CO ambient air quality standards.[4] Thus, the proposed project would also have a less than significant CO hotspot impact.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

This impact threshold corresponds to the analysis under *Issue 4.2-5* (page 4-48) of the 2007 General Plan EIR.

As stated previously, the 2005 General Plan Update is a long-range plan guiding future growth in the Town and does not contain project level details (page 4-43 of the 2007 General Plan EIR). As such no specific sources of objectionable odors could be identified in the 2007 General Plan EIR (page 4-48 of the 2007 General Plan EIR). Nevertheless, the 2007 General Plan EIR discussed applicable standards to reduce potential odor impacts from future development, including Town policies prohibiting installation of wood-burning stoves in new construction under Municipal Code Section 8.30.030, *Standards For Regulation of Solid Fuel Burning Appliances*. In addition, objectionable odors are considered air contaminants by the GBUAPCD (Rule 109.B.2) and compliance with GBUAPCD Rule 402 prohibits the discharge of air contaminants that cause injury, detriment, nuisance, or annoyance to any considerable number of people (page 4-48 of the 2007 General Plan EIR). As such, the 2007 General Plan EIR concluded that less than significant impacts would occur in this regard.

[4] California Air Resources Board, *Area Designations for State Ambient Air Quality Standards Carbon Monoxide*, https://ww3.arb.ca.gov/desig/adm/2019/state_co.pdf?_ga=2.12416243.693936443.1606846592-1237135880.1551377444 , accessed by December 2, 2020.

The 2007 General Plan EIR analyzed the potential odor impacts from the 2005 General Plan Update and the project site (Shady Rest Tract/HDR-1) and concluded a less than significant impact. The proposed project involves the construction of 580 affordable housing units, along with necessary parking, and open space uses. Implementation of the project would not result in any new specific effects or greater impacts to other emissions (such as those leading to odors adversely affecting a substantial number of people) beyond those analyzed in the 2007 General Plan EIR. Furthermore, compliance with all applicable GBUAPCD rules and regulations would help reduce odors from heavy-duty equipment exhaust. Therefore, a less than significant impact would occur.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.4 BIOLOGICAL RESOURCES

This section corresponds with 2007 General Plan EIR Section 4.3, *Biological Resources*. Site-specific information is based primarily on the following documents; refer to Appendix C, *Biological Resources Assessment and Delineation Report*.

- *The Parcel, Town of Mammoth Lakes, California, Biological Resources Assessment Report* (Biological Resources Assessment), prepared by Michael Baker International, dated June 2020; and
- *The Parcel, Town of Mammoth Lakes, California, Delineation of State and Federal Jurisdictional Waters* (Delineation Report), prepared by Michael Baker International, dated June 2020.

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The 2007 General Plan EIR analyzed the potential for encountering species identified as a candidate, sensitive, or special status species for all future developments within the Town. Overall, the 2007 General Plan EIR concluded that development associated with implementation of the Updated Plan would involve the redevelopment of land or the development of vacant lands within the UGB (page 4-80 of the 2007 General Plan EIR). The policies and implementation measures on page 4-79 of the 2007 General Plan EIR would ensure that a current inventory of candidate, sensitive, or special status species would be maintained (I.1.B.d.1) and that the protection of sensitive sites would be maximized through public and private management programs (I.1.B.d.3). In addition, Implementation Measure I.1.B.d.4 would require a biological assessment for development projects. The measure also requires the provision of protection or replacement of identified species that would be impacted so as to mitigate potential impacts. Therefore, with implementation of the implementation measures identified in the 2005 General Plan, the 2007 General Plan EIR concluded that impacts attributable to land

and/or infrastructure development within the UGB to species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or the USFWS would be reduced to a less than significant level (page 4-81 of the 2007 General Plan EIR).

According to the Biological Resources Assessment, no special status plant species were observed on-site during the field survey conducted on May 29, 2020 as part of the Biological Resources Assessment. No special status plant species is expected to occur in the general vicinity of the project site, with the exception of subalpine fireweed (*Epilobium howellii*), which has a low potential to occur.

One special status wildlife species (olive-sided flycatcher [*Contopus cooperi*]) was observed on-site during the field survey and is identified by the California Department of Fish and Wildlife (CDFW) as a Species of Special Concern. Olive-sided flycatcher is a long-distance migratory species and is only expected to occur within the project area from late spring until August. In addition, although not observed during the field survey, yellow warbler (*Setophaga petechia*) was observed on-site in 2007. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, the Biological Resources Assessment determined that the project site has a high potential to support yellow warbler, which would be a new specific effect. All remaining special status wildlife species identified by the California Natural Diversity Database (CNDDB) are presumed to have a low potential to occur or are not expected to occur within the project site.

The project would be required to comply all uniformly applicable uniformly applicable development policies or standards would be applied to the project, including compliance with the Migratory Bird Treaty Act (MBTA), as well as the following 2005 General Plan Update policies:

> I.1.B.d.4: Future development projects with the potential to significantly impact animal or plant habitats shall assess site-specific resource values and potential impacts where the habitats of special status plant and animals species are known to exist and provide a method of protecting, monitoring, replacing, or otherwise mitigating the impacts of development in and around these sensitive habitats, as required by CDFG and Department of Fish and Game.

With mandatory compliance with the MBTA and the aforementioned uniformly applicable development policies or standards on the project, project's impact to special status wildlife species, including the olive-sided flycatcher and yellow warbler, would be reduced to less than significant levels. Consistent with the 2005 General Plan Policy I.1.B.d.4, a Biological Assessment was conducted consistent with standard policy I.1.B.d.4, which identifies methods of protecting, monitoring, and avoiding potential impacts to these nesting bird species. A Workers Environmental Awareness Program (WEAP) training would be developed and employed to all contractors and a pre-construction nesting bird clearance survey to be conducted if project-related activities are to be initiated during the nesting season. As stated in the 2007 General Plan EIR (page 4-80), compliance with General Plan Policy I.1.B.d.4 would reduce impacts in this regard to less than significant levels.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As discussed on page 4-83 of the 2007 General Plan EIR, development associated with implementation of the 2005 General Plan Update would involve the redevelopment of land or the development of vacant lands within the UGB. The policies and implementation measures on page 4-82 of the 2007 General Plan EIR would serve to establish a framework for addressing impacts to riparian habitat or other sensitive natural community. Implementation Measure I.1.B.c.3 requires that if riparian vegetation were to be impacted that replacement, rehabilitation or the creation of such vegetation be provided subject to the approval by state and federal agencies. Implementation Measure I.1.B.d.2 would ensure the preservation of existing habitats and other sensitive natural communities through preservation and conservation strategies. In addition, Implementation Measure I.1.B.d.4 requires that an assessment of site-specific resource values be conducted for future development projects. The measure also requires the provision of protection, monitoring, replacing, or otherwise mitigating potential impacts in and around sensitive habitats. As such, with implementation of the above implementation measures contained in the 2005 General Plan, the 2007 General Plan EIR concluded that impacts to riparian habitats or other sensitive natural community due to development within the UGB would be reduced to a less than significant level (page 4-84 of the 2007 General Plan EIR).

According to the Biological Resources Assessment, four vegetation communities were observed and mapped within the boundaries of the project site during the field survey: aspen groves, Booth's willow – Geyer's willow – yellow willow thickets (mixed willow riparian scrub), Jeffery pine forest and woodland, and montane meadow. As stated, mixed willow riparian scrub and montane wet meadow are considered special-status riparian vegetations/habitats.

A Delineation Report was prepared to document all aquatic and other hydrological features within the project site that are potentially subject to the jurisdiction of the ACOE pursuant to Section 404 of the Federal Clean Water Act (CWA), the local Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act), and CDFW pursuant to Sections 1600 et seq. of the California Fish and Game Code (CFGC); refer to Appendix C. State jurisdictional features observed within the project site consisted of unnamed drainages (Drainage 1, Drainage 2, and Drainage 3). Lahontan RWQCB jurisdiction totaled 1.19 acres (0.13 acre non-wetland waters and 1.06 acre wetland waters of the State) and 1,382 linear feet. CDFW jurisdictional area totaled 1.19 acres of riparian vegetated streambed and 1,373 linear feet. No ACOE jurisdictional area was documented within the project site; refer to Table ES-1, *Summary of Jurisdictional Areas Within the Project Site*, of the Delineation Report (Appendix C). According to the Delineation Report, the riparian habitats on-site is captured within the on-site wetland (Mill Ditch), as illustrated on Figure 5, *CDFW Jurisdictional Map*, of the Delineation Report; refer to Appendix C.

As discussed in Section 1.5 and shown on Exhibit 5, the project proposes a bridge over the on-site wetland (Mill Ditch), potentially impacting areas where the on-site riparian vegetations occur. As such, a new specific effect would result in this regard. The project would be required to comply all uniformly applicable uniformly applicable development policies or standards would be applied to the project, including compliance with the Migratory Bird Treaty Act (MBTA), as well as the following 2005 General Plan Update policies:

I.1.B.c.3: All feasible project modifications shall be considered to avoid wetland disturbance. Direct or indirect losses of wetlands and/or riparian vegetation associated with discretionary application approval shall be compensated by replacement, rehabilitation, or creation of wetlands habitat mitigation as approved by appropriate State and Federal agencies.

I.1.B.d.1: The Town of Mammoth Lakes shall coordinate with the State Department of Fish and Game, U.S. Fish and Wildlife Service, and other appropriate agencies and maintain an up-to-date inventory of all Special Status Wildlife Species and Special Status Plants and Plant Communities within the Planning Area.

I.1.B.d.3: The Town shall maximize the protection of primary wildlife habitats through public and/or private management programs, which may include: 1) the construction of active and passive recreation and development areas away from the habitat, and 2) use of fences, or other barriers and buffer zones.

The project proposes to maintain the existing wetland habitat (identified as Mill Ditch Linear Open Space). The project would be required to comply with all existing Federal, State, and local laws and regulations governing wetlands and riparian habitat. Should any future improvements require filling/dredging of wetlands, these activities would be subject to a separate environmental review process. With compliance with these uniformly applicable development policies or standards on the project, project's impact to riparian habitat or other sensitive natural community would be reduced to less than significant levels.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As detailed on page 4-84 of the 2007 General Plan EIR, development that would occur under the 2005 General Plan Update could directly and indirectly impact wetlands and other jurisdictional waters of the U.S. On a local level, Section 12.08.050 of the Municipal Code prohibits the filling or draining of any wetland area without obtaining a permit from the appropriate agency. Implementation Measure

I.1.B.c.3 requires that direct or indirect losses of wetlands and/or riparian vegetation associated with discretionary applications shall be compensated by replacement, rehabilitation, or creation of wetland habitat as mitigation as approved by appropriate agencies. Any development located within the wetlands areas regulated by the U.S. Army Corps of Engineers, California Regional Water Quality Control Board, and California Department of Fish and Game would be subject to review by those agencies and would require the approval of those agencies, such as a Lake and Streambed Alteration Agreement (I.1.B.c.2). Therefore, with implementation of the measures identified in the 2005 General Plan Update (page 4-85 of the 2007 General Plan EIR), impacts to federally protected wetlands would be reduced to a less than significant level.

Refer to Response 3.4(b) above. The project proposes a bridge over the on-site wetland (Mill Ditch) as part of the final phase of the project. It is noted that footing of the proposed bridge would be located outside of the existing wetland, which would be considered a new specific effect. The uniformly applicable development policy (2005 General Plan Update Policy I.1.B.c.2) would ensure impacts in this regard are less than significant.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed on page 4-88 of the 2007 General Plan EIR, the introduction of new population associated with development could potentially impact wildlife species or established wildlife corridors. Specifically, there are 11 known special status animal species within the Municipal Boundary as listed on Table 4.3-1 of the 2007 General Plan EIR, along with the sage grouse which is listed as outside the Municipal Boundary but within the Planning Area. In addition, mountain lions and black bears have also been found to travel into the UGB. As discussed on page 4-52 of the 2007 General Plan EIR, the migratory route nearest to the UGB is utilized by the Mammoth Pass herd segment of the Round Valley Herd of mule deer. The route used by this herd segment heads westerly below Mammoth Rock south of the Urban Growth Boundary, passes through the Mammoth Lakes Basin, and then crosses over Mammoth Pass into the Middle Fork of the San Joaquin River drainage. Migrating deer from this herd segment may be impacted by increased traffic, which could result in an increase in road kills.

Impacts on deer populations are considered less than significant because implementation of the 2005 General Plan Update would not impact migration corridors, or substantially reduce populations, and fragmentation of habitat would be reduced by the fact that future development would remain within the UGB. Impacts associated with encroachment into bear habitat can be reduced to less than significant levels by the implementation measures mentioned above. In addition, Town facilities and new development would utilize animal-resistant trash receptacles as well as fences and other buffer zones to discourage the movement of wildlife into urbanized areas. The probability for an increase in

potential attacks by mountain lions is considered low based on the number of such recorded incidents in California and therefore, such impact is considered to be less than significant.

All projects are required to comply with Section 6.24 of the Municipal Code, which prohibits the feeding of wildlife. Moreover, future development projects would be reviewed so as to ensure that development would not interrupt wildlife or interfere with wildlife corridors. The 2007 General Plan EIR included implementation measures (as listed on page 4-87 of the 2007 General Plan EIR) that would ensure that impacts to biological resources are reduced to a less than significant level. Further, the 2007 General Plan EIR included Mitigation Measure 4.3-1, which require developers of residential properties to include a disclosure statement that Mammoth Lakes is an area of habitat for mountain lions which indicates a potential risk, particularly to children and small pets.

Overall, the 2007 General Plan EIR concluded that the implementation of implementation measures included in the 2005 General Plan, Mitigation Measure 4.3-1, applicable wildlife management practices, coupled with the limitation of development to areas within the UGB, would reduce impacts to the movement of any native resident or migratory fish or wildlife species, impacts to established native resident or migratory wildlife corridors, and impacts to the use of native wildlife nursery sites to less than significant levels.

The project site is situated within a highly developed area of the Town of Mammoth Lakes. The surrounding residential and commercial development has isolated the project site from other natural open space areas located to the north, south, east, and west of the project site. According to the Biological Resources Assessment, the montane meadow and native trees within the project site and throughout the Town of Mammoth Lakes are expected to support some local wildlife movement; however, any wildlife currently utilizing the project site and adjacent areas as a wildlife corridor are likely adapted to disturbance associated with urban environments. Project activities are not expected to impede wildlife movement through the area. The natural open space areas to the north, south, east, and west of the project site and Town of Mammoth Lakes would continue to provide opportunities for local wildlife movement and function as a corridor for highly mobile wildlife species.

Further, according to the Biological Resources Assessment, olive-sided flycatcher was observed on-site during the field survey. Olive-sided flycatcher is a long-distance migratory species and is only expected to occur within the project area from late spring until as early as August. No other native resident or migratory fish or wildlife species were identified on-site. As discussed under Response 3.4(a), potential project impacts to migratory birds would be minimized with compliance with the MBTA and the 2005 General Plan Policy I.1.B.d.4. As such, the project would not result in significant impacts to native resident or migratory fish or wildlife species.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As discussed on page 4-89 of the 2007 General Plan EIR, the 2005 General Plan Update would not conflict with any adopted policy or ordinance regarding the protection of biological resources. Rather, it would supplement and strengthen existing Town policies and measures designed to protect those resources. The Town currently has several codes that apply to development projects that provide protection to natural resources within Town limits. Municipal Code Chapter 6.24 prohibits feeding of wildlife. In addition, Municipal Code Chapter 8.12 requires proper refuse disposal so as to eliminate the availability of refuse for wildlife. Finally, Municipal Code 17.16.050 requires the preservation of trees and other vegetation.

In addition to the municipal codes referenced above, the 2005 General Plan Update contains implementation measures to protect biological resources, and specifically provides for policies and implementation measures to protect native and large specimen trees. Implementation Measure I.2.A.a.5 provides for the adoption of standards to protect trees and promote the health of the forest, which includes the replanting of native tree species removed as a result of land clearing during project construction. This measure is consistent with Municipal Code 17.16.050, which requires preservation of trees and other vegetation. Various other policies and implementation measures contained in the Updated Plan that provide protection to biological resources include Implementation Measure I.1.B.f.1 to make every feasible effort to save large specimen trees and pursue aggressive replanting with native trees to retain the forested character of the Town. Implementation Measure I.2.A.a.3 allows new development to use clustering as feasible in order to retain and preserve existing trees and open space. Implementation Measure I.7.A.a.4 limits the use of turf to avoid or minimize impacts on native trees and encourages the use of native and compatible non-native plant species, especially drought resistant species, to the extent possible when meeting landscaping requirements. Therefore, the 2005 General Plan Update would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. As such, the 2007 General Plan EIR concluded that no impacts would occur in this regard (page 4-90 of the 2007 General Plan EIR).

The project would involve removal of trees, including white fir, lodgepole pine, and Jeffrey pine trees; refer to Appendix C. The proposed project would be required to obtain appropriate tree removal permit(s) and/or a tree removal and protection plan, and, as such, would be subject to all requirements set forth accordingly in accordance with Municipal Code Section 17.36.140, *Tree Removal and Protection*. In accordance with Municipal Code Section 17.36.140(I), *Mitigation for tree removal*, if required by the Director either in conjunction with a tree removal permit, construction-related tree removal, or as penalty for tree removal performed without a permit, replacement planting may occur in areas suitable for tree replacement with species identified in the Town of Mammoth Lakes' Recommended Plant List. The replacement ratio would be determined by the Director. If required, the minimum replacement tree size would be seven gallons. Replacement requirements may also be determined based on the valuation of the tree as determined by a Registered Professional Forester (RPF) or arborist.

As such, adherence to Municipal Code requirements and all applicable General Plan policies (i.e., Policies R.1.B, R.1.C, and R.2.B) would reduce project's potential impacts to on-site pine trees to less than significant levels.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

As detailed on page 4-90 of the 2007 General Plan EIR, there are no adopted or on-going regionwide habitat conservation plans in place within the Planning Area. The Town is covered under other approved plans, including the Draft Owens Basin Wetland and Aquatic Species Recovery Plan and Management Guidelines (USDI 1998), the Sherwin Grade Deer Herd Management Plan (CDFG 1986), the Draft Recovery Plan for the Sierra Nevada Bighorn Sheep (Ovis canadensis californiana) (USFWS 2003), the Riparian Bird Conservation Plan for 14 Priority Riparian-Dependent Species (Riparian Habitat Joint Venture 2000), and the Greater Sage-Grouse Conservation Plan for the Bi-State Area of Nevada and Eastern California (Sage-Grouse Conservation Team 2004). The 2007 General Plan EIR concluded that the 2005 General Plan Update would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (page 4-92 of the 2007 General Plan EIR).

Similarly, the proposed project would not conflict any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan with respect to migratory wildlife or corridors. Development of the proposed project would result in no impacts in this regard and would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

3.5 CULTURAL RESOURCES

This section corresponds with the 2007 General Plan EIR Section 4.14, *Cultural Resources*. Site-specific information is based primarily on *Cultural Resources Technical Memorandum for the Parcel Project, Town of Mammoth Lakes, Mono County, California* (2020 Cultural Resources Memo), prepared by Rincon Consultants, Inc., dated October 16, 2020; refer to Appendix D, *Cultural Resources Assessment*.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

As discussed on page 4-366 of the 2007 General Plan EIR, implementation of the 2005 General Plan Update would allow for new development as well as redevelopment of sites within the UGB. There are no known historic resources within the UGB. However, new development or redevelopment could result in the demolition or alteration of physical characteristics of an unknown historical resource that has historical significance that justifies its inclusion in, or eligibility for inclusion in, the California Register of Historical Resource. Therefore, implementation of the 2005 General Plan Update could result in the discovery of historical resources and potential impacts to historic resources. The 2005 General Plan Update included policy and implementation measures (as detailed on page 4-366 of the 2007 General Plan EIR), as well as Mitigation Measures 4.14-1 through 4.14-3 to ensure the preservation of historic resources. As such, the 2007 General Plan EIR concluded that implementation of the policy and implementation measures as well as Mitigation Measures 4.14-1 through 4.14-3 would reduce impacts in this regard to less than significant levels.

According to the 2020 Cultural Resources Memo, no historical resources are located within the project site. As a result, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 development of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

As discussed on page 4-368 of the 2007 General Plan EIR, implementation of the Updated Plan would allow for new development as well as redevelopment of sites within the UGB. New development or redevelopment could impact an archaeological site(s) during grading and excavation activities. Due to the primarily developed and disturbed condition of the lands within the UGB, where development would occur, the potential number and distribution of such sites or resources is anticipated to be limited. The Updated Plan proposes the adoption of the policy and implementation measures (page 4-369 of the 2007 General Plan EIR) to reduce potential impacts associated with cultural resources. Moreover, the 2007 General Plan EIR included Mitigation Measures 4.14-4 through 4.14-6 to reduce potential impacts associated with previously undiscovered archaeological resources. As such, the 2007 General Plan EIR concluded that implementation of the policy and implementation measures as well as Mitigation Measures 4.14-4 through 4.14-6 would reduce impacts in this regard to less than significant levels.

The 2020 Cultural Resources Memo identified 17 prehistoric archaeological sites and three isolated prehistoric artifacts within 0.5-mile of the project site. The project location was subject to a cultural

resource assessment in 2007 (2007 Cultural Assessment), during which a previously recorded prehistoric archaeological site CA-MNO-714 was found on-site and was evaluated for eligibility for listing in the National Register of Historic Places (NRHP).[5] CA-MNO-714 is a lithic scatter with ten bedrock milling features previously evaluated in the 1980s. According to the 2007 Cultural Assessment, CA-MNO-714 has been previously excavated on several occasions between 1975 and 1986. Although not identical, eligible criteria for the California Register of Historic Resources (CRHR) are similar enough to those of the NRHP. As such, the 2007 Cultural Assessment concluded that the CA-MNO-714 site is not NRHP or CRHR-eligible and mitigation is not mandated. The 2020 Cultural Resources Memo confirmed these findings.

Due to the cultural resource sensitivity of the project site, site disturbance activities would be subject to the previously approved Mitigation Measures 4.14-4 through 4.14-6, which would reduce project impacts to previously undiscovered archeological resources, including other unknown resources associated with CA-MNO-714, if any. With implementation of the recommended Mitigation Measures, potential project impacts to archeological resources would be reduced to less than significant levels. As such, development of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Previously certified environmental documents include mitigation measures to reduce potential impacts associated with implementation of the General Plan. Any modifications to the original measures are shown in ~~strikethrough~~ for deleted text and <u>double underlined</u> for new inserted text. These changes are considered minor and editorial in nature, and do not affect the conclusions of this Infill Environmental Checklist or represent "significant new information" as defined in CEQA Guidelines Section 15088.5.

4.14-4 A qualified archaeologist shall perform the following tasks prior to development activities ~~on any part of the Town~~:

- ~~Subsequent to a preliminary Town review, if evidence suggests the potential for prehistoric resources, a field survey for prehistoric resources within portions of the project area not previously surveyed for cultural resources shall be conducted.~~
- ~~Subsequent to a preliminary Town review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission for information regarding sacred lands shall be consulted.~~
- <u>Conduct a WEAP training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.</u>

[5] BonTerra Consulting, *Draft Cultural Resources Assessment Report for the Hidden Creek Crossing Project Town of Mammoth Lakes, Mono County, California*, October 17, 2007.

- Inventory all prehistoric resources using appropriate State record forms and submit two (2) copies of the completed forms to the Town.
- Evaluate the significance and integrity of all prehistoric resources within the project area, using criteria established in the CEQA Guidelines for important archaeological resources.
- If human remains are encountered on the project site, the Mono County Coroner's Office shall be contacted within 24 hours of the find, and all work should be halted until a clearance is given by that office and any other involved agencies. If the Coroner determines that the remains may be Native American, contact the Native American Heritage Commission for notification to the most likely descendants of the descendent and follow the required protocols specified in Public Resources Code Section 5097.98.
- All resources and data collected within the project area should be permanently curated at an appropriate repository within the Town or County. (2007 General Plan EIR Mitigation Measure 4.14-4)

4.14-5 All ground-disturbing construction work should be observed by archaeologist and Native American monitors. If cultural materials or archaeological remains are encountered during the course of grading or construction, the developer shall cease any ground disturbing activities near the find. A qualified archeologist will be retained to evaluate significance of the resources and recommend appropriate treatment measures. Treatment measures may include avoidance, preservation, removal, data recovery, protection, or other measures developed in consultation with the Town and the developer. With the assistance of the archaeologist, the Town shall:

- Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.
- Educate the public about the area's archaeological heritage.
- Propose mitigation measures and recommend conditional of approval to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.
- Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the Town for permanent archiving. (2007 General Plan EIR Mitigation Measure 4.14-5)

4.14-6 If during grading and excavation an archaeological resource is found, construction shall be temporarily diverted, redirected or halted as appropriate. Any discovery of such resources shall be treated in accordance with federal, state, and local regulations, including those outlined in the CEQA Guidelines Section 15064.5 (e) and as appropriate, the Native American Historical, Cultural and Sacred Sites Act. For archaeological remains, conservation of a resource for which preservation in

place is not feasible, relocation and if that is not feasible, documentation shall be required. (2007 General Plan EIR Mitigation Measure 4.14-6)

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Approved Mitigation Measures.

c) Disturb any human remains, including those interred outside of formal cemeteries?

As discussed on page 4-371 of the 2007 General Plan EIR, new development or redevelopment could result in the discovery of human remains during grading and excavation activities. However, due to the primarily developed and disturbed condition of the lands within the UGB where development would occur, the potential location of such sites or resources would be minimal. Nevertheless, 2005 General Plan Update included policy and implementation measures (page 4-372 of the 2007 General Plan EIR) to reduce potential impacts associated with cultural resources. Additionally, Mitigation Measure 4.14-7 have been included in the 2007 General Plan EIR to ensure impacts in this regard would be reduced to less than significant levels.

It is possible to encounter buried human remains during construction within the Town given the proven prehistoric and historic occupation of the region, the identification of multiple surface and subsurface archaeological resources within and in the immediate vicinity of the project area, and the favorable natural conditions that would have attracted prehistoric and historic inhabitants to the area. Accordingly, the project would be required to comply with the previously approved Mitigation Measure 4.14-7, which would address this potential impact through establishing standard procedures in accordance to State regulations. Following implementation of Mitigation Measure 4.14-7, impacts in this regard would be reduced to less than significant levels. As such, development of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Previously certified environmental documents include mitigation measures to reduce potential impacts associated with implementation of the General Plan.

4.14-7 Should the existence of, or the probable likelihood, of Native American or other human remains be found during development of a site, the landowner shall contact the County Coroner and no further excavation or disturbance of the site or nearby area shall be permitted until the County Coroner determines that no investigation of the cause of death is required. If the remains are determined to be Native American, the Coroner shall, as required by Public Resources Code Section 5097.98, notify the Native American Heritage Commission, which shall contact the most likely descendants and those descendants shall have 24 hours to inspect and make a recommendation to the landowner as to the appropriate means for removal and nondestruction of the remains and artifacts found with the remains. If an agreement cannot be reached between the landowner and the descendants,

the Native American Heritage Commission shall mediate the disagreement, and if resolution is not reached, the landowner shall reinter the remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. The applicant may develop a prospective agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. (2007 General Plan EIR Mitigation Measure 4.14-7)

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Approved Mitigation Measures.

3.6 ENERGY

This section corresponds with 2007 General Plan EIR Section 6.0, *Other CEQA Considerations*, and 2016 Update EIR Section 6.0, *Other CEQA Considerations*.

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

This impact threshold was not required or specifically analyzed at the time when the 2007 General Plan EIR and 2016 Update EIR were prepared.

Nevertheless, Section 6.0, *Other CEQA Considerations*, of the 2007 General Plan EIR qualitatively analyzed the resources and energy consumption anticipated under the 2005 General Plan Update buildout, which includes the construction of a high density residential development on the project site (designated as HDR-1). As detailed on page 6-1 of the 2007 General Plan EIR, implementation of the 2005 General Plan Update would result in a commitment of limited, slowly renewable, and nonrenewable resources (i.e., lumber and other forest products, steel, metals, aggregated materials, water, petrochemical or petroleum-based materials, and fossil fuels for vehicles), as these resources would be used in construction projects. Additionally, the 2005 General Plan Update would involve the ongoing consumption of limited, nonrenewable, and slowly renewable resources such as natural gas and electricity, petroleum based fuels, fossil fuels, and water. Energy resources would be used in the retail spaces for heating and cooling of areas, transporting people and goods to, from, and within the spaces, heating and refrigeration for food storage and preparation, heating and cooling of water, and lighting. Title 24 of the California Administrative Code (currently the California Code of Regulations) would require conservation practices that would limit the amount of energy consumed by the project. Nevertheless, the use of such resources would continue to represent a long-term commitment of essentially nonrenewable resources. As such, the 2007 General Plan EIR concluded that the commitment of the limited, slowly renewable, and nonrenewable resources required for the construction and operation of the 2005 General Plan Update would limit the availability of these

resources for future generations or for other uses during the life of the program (page 6-2 of the 2007 General Plan EIR). However, continued use of such resources is consistent with regional and local growth and anticipated change in the area.

Section 6.3, *Energy*, of the 2016 Update EIR includes an update on the applicable standards and polices in regard to energy consumption within the Town. As detailed on page 6-5 of the 2016 Update EIR, CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection [h]) to reduce NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California. This regulation will be phased in, with full implementation for large and medium fleets by 2023 and for small fleets by 2028. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014, and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. The CARB In-Use Off-Road Diesel Vehicle Regulation requires construction equipment to meet the USEPA/CARB certified Tier 4 standards for engines by the same schedule.

As detailed on page 6-7 of the 2016 Update EIR, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing Statewide GHG emissions. These Executive Orders establish the goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. As such, it is expected that emissions trajectory and associated energy use would follow a declining trend, consistent with Statewide efforts to meet these future year targets. Further, Southern California Edison (SCE) has committed to meeting the requirement to procure at least 33 percent of its energy portfolio from renewable sources by 2020 through the procurement of energy from eligible renewable resources, to be implemented as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. As of 2014, the most recent year for which data are available, SCE's renewable energy resources included geothermal, small hydro, wind, solar, and biomass, which accounted for 23.5 percent of its overall energy mix (page 6-8 of the 2016 Update EIR).

In addition to Title 24, the Building Standards Code, project within California would be required to comply with the California Green Building (CALGreen) Code. Further, projects within the Town would incorporate applicable General Plan goals and policies in a manner to achieve the reductions in energy usage, as well as encourage installing renewable energy sources, recycling, and waste diversion, above and beyond State regulatory requirements (page 6-6 of the 2007 General Plan EIR). Physical and operational project characteristics for which sufficient data are available to quantify the reductions from building energy and resource consumption have been included in the quantitative analysis below.

Electricity Consumption

As described on page 6-7 of the 2016 Update EIR, in 2013, SCE's total annual electric sales to customers was approximately 87.4 billion Kilowatt hours (kWh). However, according to SCE's *2019 Annual Report*, total annual electric sales to customers within SCE jurisdiction has been steadily declining, with 87.2 billion kWh sold in 2017, 87.1 billion kWh sold in 2018, and 84.7 billion kWh sold in 2019. These annual sales are lower than the 2013 values, analyzed in the 2016 Update EIR, indicating a decreasing consumption trend while development and growth is occurring.

The proposed project would be required to comply with the 2019 Title 24 standards, which is 53 percent more energy efficient than the 2016 Title 24 standards for residential uses. Furthermore, the complete project buildout would consume approximately 3.437 million kWh, which would increase 2019 SCE annual sales by approximately 0.0041 percent; refer to Appendix B. This is lower than the 2016 Update EIR analysis of 4.7 million kWh and 0.01 percent increase. In addition, SCE would be required to comply with the California Renewable Portfolio Standards (RPS) and Senate Bill (SB) 100, which requires that a certain percentage of procured energy is from renewable energy. SCE's compliance with the RPS and SB 100 would help reduce consumption of finite energy resources within the State. Thus, since the project would have a lower energy usage than what was analyzed in 2016 Update EIR, and the 2016 Update EIR concluded a less than significant impact, the project would be consistent with the 2016 Update EIR, and a less than significant impact would occur.

Propane Consumption

As previously discussed, the project would not consume natural gas as all of the Town uses propane to fuel furnaces, water heaters, and stoves, etc. Based off the CalEEMod modeling, the project would consume approximately 3,435,500 kBTU of propane gas per year; refer to Appendix B. According to the methodology listed in Section 6.3 of the 2016 Update EIR, this would be equivalent to approximately 94, 500-gallon propane tanks. While this would exceed the projections within the 2016 Update EIR, all propane consuming appliances would be required to comply with the 2019 Title 24 standards. Compliance with the 2019 Title 24 standards would ensure that propane consumption is not wasteful, inefficient, or unnecessary, as the 2019 Title 24 standards is more energy efficient than the previous 2016 Title 24 standards.

Mobile Fuel Consumption

According to the CalEEMod modeling results, the proposed project would generate approximately 8 million vehicle miles traveled (VMT) per year, which would have a total annual fuel consumption of approximately 281,286 gallons; refer to Appendix B. The 2016 Update EIR concluded that the total buildout of the land uses accommodated through the 2016 Update would create a total VMT of 49.8 million miles per year, which would represent about 0.009 percent of the Statewide gasoline consumption and 0.02 percent of the Statewide diesel consumption.

As the proposed project would have a lower total VMT than what was previously analyzed in the 2016 Update EIR, and the 2016 Update EIR concluded a less than significant impact, the project would be consistent with the 2016 Update EIR and also have a less than significant impact in this regard.

Construction Fuel Consumption

As described in the 2016 Update EIR, it was assumed that the 2016 Update buildout would consume approximately 598,200 gallons of diesel fuel per year and that this would be a less than significant impact. Based off the CalEEMod modeling, the construction of the project would consume approximately 331,805 gallons of diesel fuel; refer to Appendix B. This diesel fuel consumption would only occur during construction and would cease once construction is done. Furthermore, the project would look would seek to hire construction workers from the local workforce, which would minimize commuting distances and overall VMT. Additionally, construction activities would be less intensive than what was modeled in the 2016 Update EIR as diesel engine technology keeps improving and older construction equipment with lower engine tiers are being phased out. Thus, as the project would have a one-time diesel fuel consumption that would be lower than the yearly modeled value in the 2016 Update EIR analysis, the project would have a less than significant impact in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and a less than significant impact would occur.

This CEQA Appendix G checklist item was not required or specifically analyzed at the time when the 2007 General Plan EIR or 2016 Update EIR were prepared.

Refer to Response 3.6(a), above, for a qualitative analysis on the resources and energy consumption anticipated under the 2005 General Plan Update buildout in the 2007 General Plan EIR.

The Town does not have a specific local plan for renewable energy or energy efficiency. However, the Town's General Plan Resource Management and Conservation Element includes energy conservation goals and policies for the Town. Table 4, *General Plan Energy Conservation Consistency Analysis*, discusses the project's consistency with these applicable energy conservation goals and policies found within the Resource Management and Conservation Element.

As described in Table 4, the proposed project would be consistent with applicable energy conservation goals from the Town's General Plan Resource Management and Conservation Element. Furthermore, the project would be an infill project with 100 percent of the units reserved for affordable housing. The project would also include bike lanes, sidewalks, half an acre of open space, and an on-site bus stop. All of these project design features would help lower the project's total VMT and as such, lower the project's fuel consumption. Thus, the project would have a less than significant impact in this regard.

Table 4
General Plan Energy Conservation Consistency Analysis

General Plan Goal	General Plan Policy	Project Consistency Analysis
R.6. Optimize efficient use of energy.	R.6.C. Encourage energy efficiency in new building and retrofit construction, as well as resource conservation and use of recycled materials	The proposed project would be built following the 2019 CALGreen and Title 24 building codes. This would include recycling 50 percent of construction waste, as well as using recycled green materials where feasible. In addition, the 2019 residential Title 24 standards is 53 percent more energy efficient than the existing 2016 standards. This energy reduction comes in the form of solar photovoltaic solar panels, energy efficient appliances, and high efficiency LED lighting. Thus, the project would not conflict with this goal and policy.
R.8. Increase use of renewable energy resources and encourage conservation of existing sources of energy.	R.8.D. Encourage use of renewable fuels such as biodiesel.	The proposed project and the Town would encourage construction contractors to use biodiesel fuel where feasible and would not conflict with this policy. Thus, the project would not conflict with this goal and policy.
	R.8.G. Encourage use of decentralized solar electric power production systems	The project would be consistent with the 2019 Title 24 standards, which requires residential development to include photovoltaic solar panels. As such, the project would be consistent with this policy.
Sources: Town of Mammoth Lakes, *General Plan Resource Management and Conservation Element*, updated 2019.		

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.7 GEOLOGY AND SOILS

This section corresponds with 2007 General Plan EIR Section 4.4, *Geology, Seismicity, Soils, and Mineral Resources*. Site-specific information is based primarily on the *Preliminary Geotechnical Investigation, Hidden Creek Crossing (Shady Rest), Mammoth Lakes, California* (Geotechnical Investigation), prepared by Sierra Geotechnical Services, Inc., dated June 2, 2004; refer to Appendix E, *Geotechnical Investigation*.

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

According to the 2007 General Plan EIR, the Town is located within close proximity to the Hilton Creek Fault (approximately 10 miles east of the Town), Owens Valley Fault (approximately 48 miles south of the Town), and Chalfant Valley Fractures (approximately 36 miles east of the Town). As detailed on page 4-108 of the 2007 General Plan EIR, the 2005 General Plan Update proposed the adoption of several polices and implementation measures to reduce potential impacts associated with geologic hazards. The 2007 General Plan EIR concluded that impacts related to rupture of a known earthquake fault would be reduced to less than significant with compliance with existing regulations and previously approved implementation measures.

According to the Geotechnical Investigation, the project site is not located within any Earthquake Fault Zones or Alquist-Priolo Hazard Zones. As the project site is not located within an Alquist-Priolo Earthquake Fault Zone, risk of rupture is minimal and no impacts would occur in this regard. As such, the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

ii) Strong seismic ground shaking?

According to the Geotechnical Investigation, the project site has potential for moderate ground shaking (moment magnitude (Mw) of approximately 6.6) along the nearby Hartley Springs fault, located approximately 1.4 miles west of the project site. No known active, potentially active, or inactive faults transect the project site. The nearest known active regional fault is the Hartley Springs fault.

As discussed on page 4-107 of the 2007 General Plan EIR, due to the Town's close proximity to the Hilton Creek Fault, Owens Valley Fault, and Chalfant Fractures, a major earthquake occurring in the Planning Area may be expected to produce moderate to extreme groundshaking and lurching. As detailed on page 4-108 of the 2007 General Plan EIR, the 2005 General Plan Update proposed the adoption of several polices and implementation measures to reduce potential impacts associated with

geologic hazards. Development within the Town is required to comply with the California Building Code as well as Section 12.08.080 of the Town Municipal Code, which requires engineered plans and a soils report to be submitted with an application for a grading permit. Site development plans would be reviewed by the Town to determine conformance with specific recommended geotechnical procedures. Field inspection would be conducted by the Town during earthwork and construction operations. The observation of cuts, fills, backfills, foundation excavations, and the preparation of pavement subgrades shall take place during these phases of site development. As concluded on 4-110 of the 2007 General Plan EIR, with implementation of the previously approved implementation measures and compliance with existing regulations, potential impacts associated with the exposure of people or structures to seismic hazards, including rupture of a known earthquake fault, strong seismic ground shaking, and seismic related ground failure, including liquefaction, would be reduced to the extent possible and would be less than significant.

Development of the proposed project would be subject to the Town's existing Municipal Code and the seismic design requirements identified in the Town's Municipal Code and California Building Code, in addition to the recommendations outlined in the Geotechnical Investigation. Compliance with existing regulations and implementation of recommendations outlined in the Geotechnical Investigation would reduce project's impact to less than significant levels in this regard. As such, the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

Refer to Response 3.7(a)(ii) for a summary of the findings on seismic-related ground failure, including liquefaction, in the 2007 General Plan EIR.

According to the Geotechnical Investigation, the potential for liquefaction to occur on-site is considered low given the lack of a permanent water table and the medium dense to dense nature of bearing soils present on-site. Development of the proposed project would also be subject to the Town's Municipal Code which includes a review of liquefaction and landslide potential, the California Building Code's minimum standards for structural design and construction, and implementation of recommendations outlined in the Geotechnical Investigation. Thus, less than significant impacts

would occur and the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

iv) Landslides?

According to the 2007 General Plan EIR and the Geotechnical Investigation, no landslide activity has been recorded within the Town or at the project site. Thus, less than significant impacts would occur in this regard. The proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Result in substantial soil erosion or the loss of topsoil?

Construction of the proposed project would produce loose soils, which are subject to erosion if the surface area were to be disturbed or vegetation were to be removed. Grading and trenching for construction may expose soils to short-term wind and water erosion. According to the Geotechnical Investigation, erosion is possible on the pad and slopes if left unprotected during the snowmelt run-off season.

As discussed on page 4-107 of the 2007 General Plan EIR, implementation of the 2005 General Plan Update would result in construction on individual parcels in accordance with land use designations and densities. As noted on page 4-111 of the 2007 General Plan EIR, soils throughout the UGB are sensitive to disturbance from development and exhibit moderate to high erosion potential depending on the grade of the slope. Construction of individual development sites would therefore expose earth surfaces to wind and rain action. If slopes and exposed surfaces are not protected by vegetation or some other form of protection, uncemented soils could experience erosion during strong winds or heavy precipitation. In turn, erosion would generate potential impacts to nearby streams and watercourses or the storm drain system due to sedimentation.

As detailed on page 4-111 of the 2007 General Plan EIR, the 2005 General Plan Update proposed the adoption of several polices and implementation measures to reduce potential impacts associated with geologic hazards. As discussed on page 4-111 of the 2007 General Plan EIR, all development must comply with Municipal Code Sections 12.08.090, *Drainage and erosion design standards*, 12.08, *Land clearing,*

earthwork and drainage facilities, and 12.08.080, *Engineered grading permit requirements*. These Municipal Code sections serve to implement the implementation measures in the 2005 General Plan. The Town reviews the development standards in the Municipal Code to ensure that the Town's requirements include advances in construction techniques that serve to minimize soil erosion and slope instability. In addition, best management practices (BMPs), which would reduce and/or eliminate erosion potential, would be incorporated into future development projects. Implementation of BMPs would ensure that future development would not result in substantial soil erosion or the loss of topsoil. Therefore, the 2007 General Plan EIR concluded that erosion-related hazards would be less than significant (page 4-112 of the 2007 General Plan EIR).

The proposed project would also be subject to the Municipal Code requirements pertaining to the minimization of soil erosion during earthwork activities and Lahontan RWQCB's Water Quality Control Plan standards, in addition to recommendations outlined in the Geotechnical Investigation, such as planting and irrigation of cut and fill slops and/or installation of erosion control and drainage devices. Upon compliance with all applicable standards and regulations, project's impacts pertaining to soil erosion and/or the loss of topsoil would be reduced to less than significant levels. As such, the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Refer to Response 3.7(a)(iii), 3.7(a)(iv), and 3.7(d) for discussions on project's impacts related to liquefaction, landslide, and collapse (from expansive soils), respectively.

As noted under Response 3.7(b) above, soils in the UGB are sensitive to disturbance from development and exhibit moderate to high erosion potential depending on the grade of the slope (page 112 of the 2007 General Plan EIR). Consequently, depending on the location of a development site, future development could occur on collapsible/loose sandy soils, which could potentially affect the structural integrity of a building. Development within the Town is required to comply with the California Building Code as well as Section 12.08.080 of the Town's Municipal Code, which requires engineered plans and a soils report to be submitted with an application for a grading permit. Site development plans would be reviewed by the Town to determine conformance with specific recommended geotechnical procedures. Field inspection would be conducted by the Town during earthwork and construction operations. The observation of cuts, fills, backfills, foundation excavations, and the preparation of pavement subgrades shall take place during these phases of site development. Further, as detailed on page 4-112 of the 2007 General Plan EIR, the 2005 General Plan Update proposed the adoption of several polices and implementation measures to reduce potential

impacts associated with geologic hazards. As such, the 2007 General Plan EIR concluded that impacts associated with unstable soils, including lateral spreading and subsidence, would be less than significant with compliance with all applicable regulations and previously approved implementation measures.

Lateral Spreading

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground.

According to the Geotechnical Investigation, the potential to liquefaction on-site is considered low. Subsequently, lateral spreading is not anticipated. Nevertheless, the Geotechnical Investigation recommends the removal of approximately 3 to 4-feet of "unsuitable" topsoil and alluvial deposits from below and to approximately 5-feet beyond any building footprints to mitigate against differential settlement below the structures. With implementation of all applicable regulations as well as recommendations outlined in the Geotechnical Investigation, required pursuant to the Town's Municipal Code requirements, would further reduce project's impacts in this regard. As such, the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Subsidence

According to the U.S. Geological Survey, land subsidence occurs when large amounts of groundwater have been withdrawn from certain types of rocks, such as fine-grained sediments. The rock compacts because the water is partly responsible for holding the ground up. When the water is withdrawn, the rocks falls in on itself. Events, other than the removal of groundwater, that can cause land subsidence include aquifer-system compaction, drainage of organic soils, underground mining, hydrocompaction, natural compaction, sinkholes, and thawing permafrost.

According to the Geotechnical Investigation, the generalized static groundwater level on-site is approximately 100-feet below the ground surface. Nevertheless, due to the depth to water level at the project site, the project is not anticipated to result in significant impacts pertaining to subsidence. As such, the project would not result in significantly greater impacts in this regard than previously analyzed in the 2007 General Plan.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements.

Based on the 2007 General Plan EIR, no expansive soils have been mapped or encountered within the Town (page 4-113 of the 2007 General Plan EIR). Nevertheless, as detailed on page 4-114 of the 2007 General Plan EIR, the 2005 General Plan Update proposed the adoption of several polices and implementation measures to reduce potential impacts associated with geologic hazards. Overall, as no expansive soils is anticipated, less than significant impacts were identified in the 2007 General Plan EIR.

According to the Geotechnical Investigation, low expansive soils exist on-site. Thus, development of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR. Impacts would be less than significant in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

As discussed in Section 3.19, the MCWD provides sewer service to the Town.

As discussed on page 4-114 of the 2007 General Plan EIR, individual septic systems in the Mammoth Basin above an elevation of 7,650 feet and within the entire drainage area of the Town is prohibited. Therefore, septic tanks would not be used for wastewater disposal. Thus, no impacts related to appropriate soil structure for the development of septic systems were identified in the 2007 General Plan EIR.

No septic tanks or alternative wastewater systems would be constructed as part of the project. Therefore, no impacts are anticipated in this regard and the proposed project would not create greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issue 4.14-3* of the 2007 General Plan EIR.

As discussed on page 4-371 of the 2007 General Plan EIR, there are no known unique paleontological resources or sites, and no known unique geologic features in the developable portions of the community. The soils within the UGB are glacial till and relatively recent volcanic materials; no paleontological resources would be expected. Nevertheless, as detailed on page 4-371 of the 2007 General Plan EIR, the 2005 General Plan Update proposed the adoption of Implementation Measure IV.2.B.a.l to ensure the continued efforts in understanding and appreciation of the cultural, natural, and historical resources of the region, including that of paleontological resources. Overall, as there are no known unique paleontological resources or sites within the Town, the 2007 General Plan EIR concluded that implementation of the 2005 General Plan Update would result in less than significant an impact to paleontological resources.

According to the *Draft Cultural Resources Assessment Report For The Hidden Creek Crossing Project, Town Of Mammoth Lakes, Mono County, California* (2007 Cultural Resources Memo) prepared by BonTerra Consulting for the project site and dated October 17, 2007 , no fossil localities have been previously recorded within the project area and no finds have been documented in proximity. Further, it is acknowledged that the Quaternary glacial deposits in the project area are unlikely to encounter significant fossil vertebrate remains. Based on the 2007 General Plan EIR (which considered development of the project site) and the 2007 Cultural Resources Memo, evidence suggests that the potential for encountering paleontological resources on-site is low. As such, the project impacts in this regard would be less than significant and would not result in any new significant effects or greater impacts than that analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.8 GREENHOUSE GAS EMISSIONS

At the time of the 2007 General Plan EIR preparation, the CEQA Guidelines did not expressly address global climate change. As such, this section and its associated CEQA Appendix G checklist items were not required or specifically analyzed at the time when the 2007 General Plan EIR was prepared. The Town has incorporated the GHG emissions threshold questions from the CEQA Appendix G Checklist into this Infill Environmental Checklist. The analysis below considers significance thresholds and addresses whether the project may have potentially significant impacts related to GHG

emissions. The 2016 Update EIR is used for reference in this section; this section corresponds with 2016 Update EIR Section 4.6, *Greenhouse Gas Emissions*.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

According to the 2016 Update EIR, future developments within the Town would result in direct and indirect project-related greenhouse gas (GHG) emissions. Direct project-related GHG emissions would occur as a result of construction activities, area sources, and mobile sources. Indirect project-related GHG emissions would result from energy consumption, solid waste generation, and water demand. As the GBUAPCD has not adopted GHG significance thresholds, the 2016 Update EIR utilizes the Bay Area Air Quality Management District threshold (BAAQMD) threshold of 6.6 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year per service population (SP) for GHG emissions. The 2016 Update EIR determined that the impacts concerning GHG emissions would be less than significant as the programmatic-level project-related emissions would be below the 6.6 $MTCO_2e$/year/SP threshold.

The BAAQMD has updated their GHG thresholds since the adoption of the 2016 Update EIR. The BAAQMD *California Environmental Quality Act Air Quality Guidelines* (BAAQMD CEQA Thresholds), adopted May 2017, includes the updated BAAQMD GHG threshold for service population for individual projects. According to the BAAQMD CEQA thresholds, a significant GHG impact would occur if a project exceeds the 4.6 MT CO_2e/year/SP threshold.

As described in Section 1.5, the proposed project would have a maximum buildout of 580 residential units, including parking, and open space areas. The 580 units would have a population of up to 2,013 individuals. Construction of the project would occur over six phases, starting in summer 2021 and ending in summer 2028. According to the Transportation Analysis, the project would create 3,184 daily trips during the weekdays and 3,541 daily trips during Saturdays and Sundays. Table 5, *Project Greenhouse Gas Emissions*, describes the project's direct (construction, area source, mobile source) and indirect (energy, solid waste, water demand) emissions.

As shown in Table 5, the project would generate GHG emissions of 2.16 $MTCO_2e$/year/SP, which would be below the BAAQMD threshold of 4.6 $MTCO_2e$/year/SP. Thus, similar to the 2016 Update EIR, the project would have a less than significant impact.

Table 5
Project Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e
	Metric Tons/year[1]	Metric Tons/year[1]	Metric Tons of CO_2e[2]	Metric Tons/year[1]	Metric Tons of CO_2e[2]	
Direct Emissions						
• Construction (amortized over 30 years)[4]	258.96	0.04	1.00	0.00	0.00	259.96
• Area Source[6]	471.76	0.02	0.39	<0.01	2.54	474.69
• Mobile Source[4]	2,796.69	0.09	2.24	0.00	0.00	2,798.94
Total Direct Emissions[3,5]	**3,527.41**	**0.15**	**3.63**	**<0.01**	**2.54**	**3,533.59**
Indirect Emissions						
• Energy	709.09	0.03	0.63	<0.01	2.40	712.11
• Solid Waste	13.54	0.80	20.01	0.00	0.00	33.55
• Water Demand	46.88	0.99	24.66	0.02	7.03	78.58
Total Indirect Emissions[3]	**769.51**	**1.82**	**45.30**	**0.02**	**9.43**	**824.24**
Total Project-Related Emissions[3]	***4,357.83 $MTCO_2e$/year***					
Project Service Population (SP)	***2,013***					
Project GHG Emissions per SP	***2.16 $MTCO_2e$/year/SP***					
BAAQMD Project SP Threshold	*4.6 $MTCO_2e$/year/SP*					
Exceed BAAQMD Threshold?	**No**					

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2016.3.2 (CalEEMod) computer model.
2. CO_2 Equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed November 2020.
3. Totals may be slightly off due to rounding.
4. Construction GHG emissions are typically amortized over the length of a project's duration (30 years). Consistent with this industry practice, the projects total construction emissions (7,798.89 $MTCO_2e$) have been amortized over 30 years.
4. 100 percent of the project's unit would be affordable housing. Additionally, the project would be located near Main Street and include bike lanes and a bus stop, which would help lower the project's vehicle miles traveled (VMT) and lower mobile GHG emissions.
5. Emission reductions applied in the CalEEMod model include regulatory requirements such as compliance with the 2019 Title 24 Building Standards Code, the 2019 CALGreen Code, AB 341, and SB 100. These mandatory regulatory requirements would include high efficiency lighting, low flow plumbing fixtures, solid waste diversion, and electricity from renewable energy sources.
6. The Town does not use natural gas but would rely on propane gas instead. All units were modeled to include propane heating systems.

Refer to Appendix B, *Air Quality, Energy, and Greenhouse Gas Data*, for detailed model input/output data.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Town does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The 2016 Update EIR concluded that the 2016 Update would incorporate strategies and measures that would reduce GHG emissions by increasing energy-efficiency

beyond requirements, reducing indoor and outdoor water usage, and incorporating waste reduction measures.

The proposed project would also incorporate strategies and measures to reduce GHG emissions. Specifically, the proposed project would meet or exceed the residential energy conservation standards set forth in the California 2019 Title 24 Building Standards Code (2019 Title 24) and 2019 CALGreen Code. The 2019 Title 24 standards reduces residential energy consumption by approximately 53 percent compared to the previous 2016 Title 24 Code.[6] Following compliance with the 2019 Title 24 Building Code and CALGreen Code, the project would include low-flow plumbing systems and water efficient irrigation systems to conserve water. Lastly, the project would comply with Assembly Bill 341, which requires that at least 75 percent of solid waste is recycled, composted, or reduced.

As discussed in Impact Section 3.8(a), the proposed project would not exceed the applicable BAAQMD threshold. Furthermore, the project is an infill project with 85 percent of the project's units being affordable housing units near a major transit stop and downtown area. This would help the State achieve the goals in Senate Bill (SB) 375 and SB 743 to reduce VMT. Additionally, the project goals would be in-line with the Town's draft Safety Element Update Resource Management and Conservation Policy R.11 to help reduce GHG emissions. In addition, as shown in Section 3.6, the project would implement the Town's General Plan goals and policies for energy conservation. As a result, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts would remain less than significant in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.9 HAZARDS AND HAZARDOUS MATERIALS

This section corresponds with 2007 General Plan EIR Section 4.5, *Public Safety and Hazards*. Site-specific information is based primarily on the *Phase I Environmental Site Assessment – Shady Rest Tract, Town of Mammoth Lakes, State of California* (Phase I ESA), prepared by Michael Baker International, dated January 2, 2018; refer to Appendix F, *Phase I Environmental Site Assessment*.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

[6] California Energy Commission, *2019 Building Energy Efficiency Standards FAQ,* https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf, accessed by November 10, 2020.

As discussed on page 4-131 of the 2007 General Plan EIR, implementation of the 2005 General Plan Update would create the potential to increase the locations of use of hazardous materials and thus the transport of hazardous materials associated with such uses as well as the potential exposure of employees and the public to hazardous materials associated with such uses. All projects within the Planning Area would be required to comply with all federal, state and local regulations regarding the handling, transport and management of hazardous materials and waste. In addition, the 2005 General Plan Update included implementation measures to address the routine transport, use, or disposal of hazardous materials (page 4-131 of the 2007 General Plan EIR). With the federal, State, and local regulations and the implementation measures, the 2007 General Plan EIR determined that impacts regarding the routine transport, use, or disposal of hazardous materials would be reduced to less than significant levels.

The proposed project involves a residential development. Hazardous materials are not typically associated with residential uses; minor cleaning products, along with the occasional use of pesticides and herbicides for landscape maintenance, are generally the extent of hazardous materials that would be routinely utilized on-site. The types and quantities of hazardous materials utilized by residential development are not anticipated to result in significant hazards to the public or environment during operation of the project. Further, the project would be required to comply with the California Building Code, California Fire Code, as well as other Federal, State, and local regulations related to the protection of the public's health and safety. Thus, development of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As discussed on page 4-133 of the 2007 General Plan EIR, new commercial and industrial development or the expansion of commercial and industrial uses would result in an increase in the use and transport of hazardous materials within the Town. The increased use and transport of hazardous materials in the Town increases the potential for accidental releases of hazardous materials. It is noted that accidental releases would most likely occur in the commercial and industrial areas and along transportation routes leading to and from these areas, as well as along the major access routes including U.S. Highway 395, SR 203, Meridian and Minaret Road (page 4-133 of the 2007 General Plan EIR).

All projects within the Planning Area would be required to comply with all federal, state and local regulations regarding the handling, transport and management of hazardous materials and waste. In addition, the Updated Plan includes implementation measures to address the routine transport, use, or disposal of hazardous materials (page 4-134 of the 2007 General Plan EIR). With the regulations

and the implementation measures, the 2007 General Plan EIR concluded that impacts associated with the use of hazardous materials would be less than significant (page 4-135 of the 2007 General Plan EIR).

According to the Phase I ESA, the project site is currently vacant and no regulatory properties are located within the boundaries of the project site. Additionally, no known corrective action, restoration, or remediations related to hazardous materials have occurred on the project site. Based on the Phase I ESA, historical or current uses of adjoining and adjacent properties are also not anticipated to negatively impact the soil, soil gas, and/or groundwater beneath the project site. Thus, project implementation is not anticipated to create a significant hazard related to accidental release of hazardous materials based on past and current uses of the project site and surrounding areas. However, during project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. With implementation of all applicable regulations, impacts in this regard would be reduced to less than significant levels. Thus, implementation of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As detailed on page 4-133 of the 2007 General Plan EIR, Figure 4.5-1, School Parcels and Buffer Map (page 4-136) of the 2007 General Plan EIR identifies the parcels with the existing and planned schools, as well as a line 0.25 miles from the edge of those parcels. Although the project would allow for new and expanded development in the Planning Area including services or institutions that may involve the handling or emission of hazardous emissions within one-quarter mile of existing and proposed school facilities in the Town, no additional development could occur that is any different than the development that would occur under the previous General Plan.

As detailed on page 4-137 of the 2007 General Plan EIR, while the Updated Plan could result in the location of a use that emits or handles hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, the Town will consult with the School District and any such proposed use would be required to undergo environmental analysis to ensure that the impacts would be less than significant. As per Section 17.24.100 "Environmental Standards" of the Municipal Code, the

use, storage and disposal of hazardous materials shall be subject to the approval and conditions of the Mammoth Lakes Fire Protection District and the Mono County Health Department. All fifty-five-gallon containers shall be labeled and sealed at all times and shall be stored on impervious surfaces approved by the public works director. Furthermore, no changes are being proposed to the hospital or other hazardous material producers by the 2005 General Plan Update and compliance with the applicable regulations and oversight by the appropriate agencies as well as the proposed implementation measures in the 2005 General Plan Update would reduce risks to school sites to a less than significant level (page 4-138 of the 2007 General Plan EIR).

The nearest school to the project site is Kids Corner, located approximately 530 feet north of the project site at 77 Forest Trail. Thus, the project is located within one-quarter mile of an existing or proposed school. However, as discussed in Responses 3.9(a) and 3.9(b) above, the proposed project would not result in significant impacts related to the routine transport, use, or disposal, or accidental release of hazardous materials. Thus, implementation of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

This impact threshold was not required or specifically analyzed at the time when the 2007 General Plan EIR was prepared.

According to the Phase I ESA, the project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, no impacts would occur in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

With implementation of the implementation measures in the 2005 General Plan Update and compliance with the mitigation measures in the *Mammoth Yosemite Airport Supplement to Subsequent EIR, SCH 2000034005, March 2002* (SSEIR), compliance with federal regulations and the Airport Land Use Plan prepared by the Mono County Airport Land Use Commission (ALUC) for land uses in the vicinity of the Mammoth Yosemite Airport, impacts regarding safety for people working or residing in the area of the Mammoth Yosemite Airport would be less than significant (page 4-138 of the 2007 General Plan EIR).

The closest airport to the project site is the Mammoth Yosemite Airport, located approximately 6.2 miles east of the site at 1300 Airport Road. According to the *Mammoth Yosemite Airport - ALUC Airport Safety Zone Plan/Land Use Plan (Existing Runway)* map, the project site is not located within any airport safety zones established for the Mammoth Yosemite Airport.[7] Based on distance to the closest airport, project implementation would not result in a safety hazard or excessive noise for people residing or working in the project area, or be located within an airport land use plan. No impacts would occur in this regard and development of the proposed project would not result in any new specific effects or greater impacts in this regard than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Town maintains *The Town of Mammoth Lakes Emergency Operations Plan* (EOP), adopted in August 16, 2017 by Resolution No. 2017-71, which set forth the responsibilities, functions, and operations of the Town government and its interrelationship with other agencies and jurisdictions which provide services during an emergency. The EOP meets the State's Standardized Emergency Management Systems requirements, provides emergency response procedures such as identification of critical hazard areas, locations for meeting and staging in an emergency event, communications, and emergency evacuation.

As discussed on page 4-138 of the 2007 General Plan EIR, development under the 2005 General Plan Update would not impair implementation or physically interfere with the EOP, because no circulation changes are being proposed which conflict with the procedures set forth in the plan. The 2005 General Plan Update provides the implementation measures to ensure that proper and adequate emergency response planning is provided as future development occurs within the Town (page 140 of the 2007 General Plan EIR). With implementation of these implementation measures contained in the 2005 General Plan Update and compliance with EOP, development associated with

[7] Town of Mammoth Lakes, *Mammoth Yosemite Airport, Mammoth Lakes, California, Airport Layout Plan , ALUC Airport Safety Zone Plan/Land Use Plan (Existing Runway)*, Sheet 13, https://www.townofmammothlakes.ca.gov/442/Airport-Planning-Narratives, July 2014.

implementation of the 2005 General Plan Update would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Thus, the 2007 General Plan EIR concluded that impacts in this regard would be less than significant (page 4-140 of the 2007 General Plan EIR).

Construction activities for the proposed project could result in temporary impacts to street traffic in the project vicinity. Partial or full lane closure might be required for local infrastructure improvements to support the project. Nevertheless, the project would be reviewed by the Town prior to construction activities, and the Town would ensure project compliance with all applicable local polices form the General Plan, including Goal S.4, Policy S.4.A, Policy M.1.4, and Policy M.1.4.1, to ensure that adequate emergency response capability within the Town is maintained. Specifically, General Plan Goal S.4 is to maintain adequate emergency response capabilities in the Town; Policy S.4.A is to aid emergency vehicle access; Mobility Element Update Policy M.1.4 emphasizes public safety in the planning and design of the transportation system; and Mobility Element Update Action M.1.4.1 is to encourage coordination with MLFPD and MLPD to plan for and ensure appropriate emergency access and response times. As such, project construction would not have a significant impact on emergency vehicle access in the project vicinity. Additionally, the project proposes an appropriate circulation network within the project site consistent with the Town's Municipal Code regulations pertaining to mobility; refer to Exhibit 4. As such, the proposed project would not conflict with the adopted EOP. Less than significant impacts would occur in this regard, and the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

As discussed on page 4-119 of the 2007 General Plan EIR, the Planning Area has been rated as having a very high fire potential. Additional development in the Planning Area in accordance with the 2005 General Plan Update would increase the number and variety of potential ignition sources for wildland fires including illegal or inappropriate burning, fires started by recreational vehicles, improper disposal of cigarettes, barbecues, and other sources. However, this impact is somewhat reduced by the fact that additional development is to be located in the UGB and most of the wildland areas are located outside the UGB (page 4-140 of the 2007 General Plan EIR). The 2005 General Plan Update includes various measures to address the risk of exposure from wildland fires. Assuming agencies with jurisdiction over surrounding areas susceptible to wildland fires (i.e., USFS, Inyo National Forest, etc) effectively manage fuel sources, the risk of exposure of fires would be reduced to a less than significant level. However, portions of the surrounding areas outside of the Town's jurisdiction are located within very high wildland fire hazard areas. Wildland fires could potentially spread to the Town if appropriate fire control planning and response measures are not undertaken by other agencies. Given that

implementation of measures to reduce the impact are not under the control of the Town, the potential impact is considered to be significant and unavoidable (page 4-143 of the 2007 General Plan EIR).

The project site is not located within a Very High Fire Hazard Severity Zone, as defined by the California Department of Forestry and Fire Protection (CAL FIRE).[8] Further, the proposed project would be subject to compliance with the California Building Code, California Fire Code, as well as other Federal, States, and local regulations related to the fire protection. Additionally, according to the 2016 Update EIR, the ESRFSC prepared the Fire Safe Plan to help east side residents of Inyo and Mono Counties improve their defense against wildland fires. The ESRFSC collaborates with local volunteer fire departments and assists CAL FIRE in training fire prevention volunteers to perform residential fire hazard inspection. With implementation of applicable regulations, plans, and programs, project implementation would not expose people or structures to exacerbated risks to wildfire and the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.10 HYDROLOGY AND WATER QUALITY

This section corresponds with 2007 General Plan EIR Section 4.6, *Hydrology and Water Quality*.

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issues 4.6-1* (page 4-161) and *4.6-5* (page 4-169) of the 2007 General Plan EIR.

As part of Section 402 of the Clean Water Act, the Environmental Protection Agency (EPA) has established regulations under the NPDES program to control direct storm water discharges. In California, the State Water Regional Control Board (SWRCB) administers the National Pollutant Discharge Elimination System (NPDES) permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the RWQCB to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Lahontan RWQCB.

[8] California Department of Forestry and Fire Resources, *Mammoth Lakes Fire Hazard Severity Zones in LRA*, https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/, September 17, 2007.

As detailed on page 4-161 of the 2007 General Plan EIR, development in accordance with the 2005 General Plan Update would likely lead to an increase in the amount of impervious surfaces in the area. This increase would cause a decrease in the amount of water percolation into the ground and result in greater surface runoff quantities at higher velocities. During construction of the individual development sites, runoff from disturbed areas may contain silt and debris, resulting in short-term increases in the existing sediment load in the storm drain system. As a result, water quality could be impaired as well as the water-carrying capacity of the drainage channel, potentially aggravating current flood conditions (page 4-161 of the 2007 General Plan EIR). As discussed on page 4-161 of the 2007 General Plan EIR, the Lahontan RWQCB reports that surface runoff (which has increased the concentrations of nutrients, organic compounds, heavy metals, asphaltic concrete particles, and petroleum deposits) and storm water drainage have adversely affected the water quality within Mammoth Creek. In addition, the increased use of pesticides, herbicides, fertilizers and other chemicals associated with development and recreational areas may impair surface waters through stormwater discharges and runoff. All construction projects would be subject to compliance with federal, State and local water quality and waste discharge requirements, including the NPDES Program, as deemed appropriate. The 2005 General Plan Update also proposes the adoption of numerous implementation measures to reduce potential impacts regarding water quality and waste discharge (page 4-161 of the 2007 General Plan EIR). With these implementation measures and compliance with federal, State and local water quality and waste discharge requirements, water quality standards or waste discharge requirements would not be violated. As such, the 2007 General Plan EIR concluded that impacts with regard to water quality standards or waste discharge requirements would be less than significant (page 4-162 of the 2007 General Plan EIR). Moreover, the 2007 General Plan EIR concluded that development associated with the 2005 General Plan Update would not result in a substantial degradation of water quality due to compliance with all applicable federal, State and local regulations, as well as implementation of the applicable implementation measures (page 4-169 of the 2007 General Plan EIR).

The proposed project would construct a variety of affordable housing types with associated streets, community space/amenities, new bus stops, open spaces/parks, parking, and necessary utility infrastructure. Construction activities could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. These potential pollutants could damage downstream waterbodies. Under the NPDES permitting program, construction dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (General Construction Permit). The General Construction Permit requires the project Applicant to prepare and implement a storm water pollution prevention plan (SWPPP), which would specify best management practices (BMPs) to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Construction activities within the Town, including the construction for the proposed project, would also be subject to local regulations, including Chapters 12.04, 12.08, and 15.08, and Section 17.08.020 of the Town's Municipal Code. Municipal Code Chapter 12.04, *Construction and Encroachments in the Public Right of Way*, establishes encroachment permit requirements that stabilize construction sites and reduce runoff velocities by preventing erosion and sedimentation. Municipal Code Chapter 12.08, *Land Clearing, Earthwork, and Drainage Facilities*, establishes

requirements for protection of drainage paths and installation of devices capturing stormwater runoff at select sites. Municipal Code Chapter 15.08, *Construction Site Regulations*, require construction sites to protect drainage paths and control erosion from areas cleared of vegetation during construction. Municipal Code Section 17.08.020, *Standards for All Development and Land Use, Grading and Clearing*, enforces erosion control and runoff quality requirements at construction sites in compliance with the Lahontan RWQCB requirements.

During project operation, residential development proposed under the project has the potential to increase the amount of impermeable surfaces compared to pre-project (existing) condition, as considered under the 2007 General Plan. The project would be required to comply with all applicable federal, State, and local water quality and waste discharge requirements, including the incorporation of BMPs in accordance with the NPDES Program. BMPs may include structural BMPs, which are facilities that help to prevent pollutants in storm water runoff from leaving a developed property, entering storm drains, and impacting local waterways. With implementation measures as outlined on page 4-161 of the 2007 General Plan EIR and compliance with federal, State and local requirements, water quality standards or waste discharge requirements would not be violated. As such, the proposed development would result in less than significant impacts during construction and operations, and would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

This impact threshold was not required or specifically analyzed at the time when the 2007 General Plan EIR was prepared.

The proposed project is not currently used for groundwater extraction or groundwater recharge purposes. Although the project has the potential to increase the amount of impermeable surfaces compared to pre-project (existing) condition, mandatory compliance with all applicable federal, State, and local water quality and waste discharge requirements, including the incorporation of BMPs in accordance with the NPDES Program , would reduce impacts associated with impermeable surface to less than significant level; refer to Response 3.10(a). Further, the 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, as shown on the Town's Land Use Map (Figure 3-4 on page 3-10 of the 2007 General Plan EIR). As such, potential environmental impacts associated with the proposed high density residential workforce housing on the project site (per General Plan Land Use designation of HDR-1) have been considered in the 2007 General Plan EIR. Impacts to groundwater

supplies would be less than significant and would not be greater than that previously analyzed in the 2007 General Plan EIR 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

i) Result in substantial erosion or siltation on- or off-site?

This impact threshold was modified since the 2016 Update EIR was prepared and corresponds to the analysis under *Issue 4.6-2* (page 4-163) of the 2007 General Plan EIR.

As discussed on page 163 of the 2007 General Plan EIR, development in accordance with the 2005 General Plan Update could lead to alterations of the existing drainage patterns, especially where drainage occurs on private property, or development occurs near natural drainage channels. All construction projects would be subject to compliance with applicable federal, State and local requirements including the NPDES Program, to reduce erosion and siltation. All development must comply with Municipal Code Sections 12.08.090, *Drainage and erosion design standards*, 12.08, *Land clearing, earthwork and drainage facilities*, and 12.08.080, *Engineered grading permit requirements*. These Municipal Code provisions serve to implement the relevant implementation measures (page 4-164 in the 2007 General Plan EIR). BMPs, which would reduce and/or eliminate erosion potential, would also be incorporated into development projects. The 2005 General Plan Update also contains a number of implementation measures designed to minimize erosion and siltation through drainage control from new development (page 4-164 of the 2007 General Plan EIR 2007 General Plan EIR). With these implementation measures and compliance with federal, State and local design and construction requirements, the 2007 General Plan EIR concluded that substantial erosion or siltation within or adjacent to the Planning Area would not occur (page 4-165 of the 2007 General Plan EIR).

The proposed project would construct a variety of affordable housing types with associated streets, community space/amenities, new bus stops, open spaces/parks, parking, and necessary utility infrastructure. Development of the project site would result in the potential for erosion/siltation, similar to that considered as part of the 2007 General Plan EIR. As disclosed in the 2007 General Plan EIR, the project would be required to develop an SWPPP with associated BMPs in accordance with NPDES requirements. Construction activities would also be subject to local regulations, including Municipal Code Chapters 12.04, 12.08, and 15.08, and Section 17.08.020, which would stabilize construction sites, reduce runoff velocities, protect drainage paths, require installation of stormwater-capturing devices, and control erosion. As the 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, potential environmental impacts associated with the proposed high density

residential workforce housing on the project site (per General Plan Land Use designation of HDR-1) have been considered in the 2007 General Plan EIR. As such, compliance with federal, State and local design and construction requirements would ensure the project would not result in significant impacts concerning substantially altering the existing drainage pattern of the site or project area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces. Overall, the proposed development would result in less than significant impacts to erosion/siltation, and would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issue 4.6-3* (page 4-165) of the 2007 General Plan EIR.

As discussed on page 4-165 of the 2007 General Plan EIR, flood-prone areas may enlarge or contract as developments both upstream and downstream occur. All future development within an identified flood hazard area would be subject to the design requirements and regulations set forth by the Town, Mono County and/or FEMA. All development must comply with Municipal Code Sections 12.08.090, 12.08, and 12.08.080. These Municipal Code provisions serve to implement the implementation measures in the 2005 General Plan. Additionally, the Mammoth Lakes Storm Drainage Master Plan (SDMP) identifies general drainage improvements throughout the Town that would remedy existing drainage problems and accommodate 2005 Master Plan buildout development. These improvements would serve to reduce the potential for flooding. The 2005 General Plan Update also contains a number of implementation measures designed to control the rate or amount of surface runoff to reduce the potential for flooding (page 4-165 of the 2007 General Plan EIR). The implementation measures in the 2005 General Plan Update and Municipal Code sections serve to maintain the existing drainage pattern of the Planning Area, including streams and river courses. With these implementation measures and compliance with federal, State and local design and construction requirements, the 2007 General Plan EIR concluded that surface runoff rates within the Planning Area would not be substantially increased (page 4-166 of the 2007 General Plan EIR).

As discussed under Response 3.10(c)(i) above, the proposed project would not involve greater impacts concerning substantially altering the existing drainage pattern of the site or project area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, compared to that analyzed in the 2007 General Plan EIR. During project construction, the proposed project would be required to develop an SWPPP with associated BMPs. Construction activities would also be subject to local regulations, including Municipal Code Chapters 12.04, 12.08, and 15.08, and Section 17.08.020, which would stabilize construction sites, reduce runoff velocities,

protect drainage paths, require installation of stormwater-capturing devices, and control erosion. As the 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, potential environmental impacts associated with the proposed high density residential workforce housing on the project site (per General Plan Land Use designation of HDR-1) have been considered in the 2007 General Plan EIR. Therefore, with implementation of existing NPDES regulations and associated BMPs, Municipal Code requirements, and construction of on-site stormwater retention system, impacts related to increase in runoff, including potential to result in flooding, would be less than significant. As such, the proposed development would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As discussed on page 4-167 of the 2007 General Plan EIR, the SDMP provides hydraulic modeling of the drainage system and prioritizes the implementation of storm drainage facility improvements designed to accommodate development allowed in the previous General Plan. The general distribution and types of land uses would be similar under the 2005 General Plan Update with regard to stormwater runoff. All construction projects would be subject to compliance with all applicable federal, state and local water quality and waste discharge requirements, including the NPDES Program. In addition, the 2005 General Plan Update includes implementation measures created to minimize runoff water such that the capacity of existing or planned stormwater drainage systems would not be exceeded, nor would there be substantial additional sources of polluted runoff from new development (page 4-168 of the 2007 General Plan EIR). As such, the 2007 General Plan EIR concluded that the implementation of the 2005 General Plan Update would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

During project construction, the project would be required to develop an SWPPP with associated BMPs. Construction activities would also be subject to local regulations, including Municipal Code Chapters 12.04, 12.08, and 15.08, and Section 17.08.020, which would stabilize construction sites and reduce runoff velocities and volume. As discussed above, the 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, and potential environmental impacts associated with the proposed high density residential workforce housing on the project site (per General Plan Land Use designation of HDR-1) have already been considered in the 2007 General Plan EIR. As such, similar to the 2007 General Plan EIR, with implementation of existing NPDES regulations and associated BMPs, Municipal Code requirements, and construction of on-site stormwater retention system,

impacts related to increase in runoff would be less than significant. Overall, the proposed development would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issues 4.6-6* (page 4-169), *4.6-7* (page 4-171), and *4.6-10* (page 4-175) of the 2007 General Plan EIR.

As discussed on page 4-169 of the 2007 General Plan EIR, the General Plan identifies several potential flood hazard areas in the Town. The Mammoth Creek Areas located in the southeast quadrant of the Town and Murphy Gulch east and north of the UGB are designated flood zones by the FEMA. Areas most prone to flooding would include the Corrals and portions of Old Mammoth located along the Creek alignment. Several stretches of Mammoth Creek, all located in the Old Mammoth area, are also subject to 500-year flooding. As detailed on page 4-170 of the 2007 General Plan EIR, the Town has established a conservation easement and building setbacks along Mammoth Creek for the purpose of resource and floodplain management. None of the future development areas shown on the 2005 General Plan Update would occur within the 100-year flood zones (page 4-170 of the 2007 General Plan EIR). It is noted that the implementation measures in the 2005 General Plan Update serve to reduce hazards to residential uses as a result of flooding (page 4-171 of the 2007 General Plan EIR). With the relevant implementation measures (page 4-170 of the 2007 General Plan EIR) included in the 2005 General Plan Update and compliance with all applicable federal, State and local design requirements, including FEMA design requirements, residential uses would be designed and located to meet the minimum flood hazard requirements (page 4-171 of the 2007 General Plan EIR). As such, the 2007 General Plan EIR concluded that impacts with regard to flooding as a result of the placement of housing within a designated flood hazard area would be less than significant.

According to the 2007 General Plan EIR, the Town is not located in an area that would be impacted by a seiche or tsunami (page 4-175 of the 2007 General Plan EIR). Further, any new development placed in a potential seiche inundation zone would undergo a site-specific analysis to ensure appropriate drainage is in place or would be constructed so that people or structures are not exposed to significant risk of loss, injury or death involving seiche. Thus, the 2007 General Plan EIR concluded impacts related to tsunami or seiche zones to be less than significant.

The proposed project is not located in the vicinity of a 100-year floodplain.[9] Therefore, the project would not involve the placement of any habitable structures within a flood hazard boundary. The

[9] Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*,

project site would not be located in an area that would be impacted by a tsunami nor located within the vicinity of a water body that would cause inundation of the project site by a seiche. As such, impacts related to flooding, tsunami, or seiche would be less than significant and would not result in any new specific effects or greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

This impact threshold was not required or specifically analyzed at the time when the 2007 General Plan EIR was prepared.

According to the Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, the project site is not located within an area covered by an established groundwater sustainability plan.[10] The *Water Quality Control Plan for the Lahontan Region, North and South Basins* (Basin Plan) includes policies and regulations for municipal wastewater, treatment, disposal, and reclamation. The Basin Plan also establishes specific erosion and sediment control guidelines for land developments within the Town. These standards are designed to provide developers with a uniform approach for the design and installation of adequate systems to control erosion and mitigate urban drainage impacts from the Town in an effort to prevent the degradation of waters of Mammoth Creek and Hot Creek. Under a MOU with the Lahontan RWQCB (MOU No. 6-91-926), the Town administers erosion control measures on a project by project basis to make sure that they are in place and operational.

Development of the proposed project would be required to comply with the water quality regulations detailed in the Basin Plan and would not conflict with or obstruct its implementation. Further, the proposed project would be required to comply with the Municipal Code and associated BMPs to minimize or avoid water pollution. Impacts would be less than significant in this.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

https://msc.fema.gov/portal/search?AddressQuery=mammoth%20lakes#searchresultsanchor, accessed October 23, 2020.

[10] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/p2/, accessed August 21, 2020.

3.11 LAND USE AND PLANNING

This section corresponds with 2007 General Plan EIR Section 4.7, *Land Use and Planning*.

Would the project:

a) Physically divide an established community?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issue 4.7-1* (page 4-191) of the 2007 General Plan EIR.

As discussed on page 4-191 of the 2007 General Plan EIR, the project would result in additional development of the remaining undeveloped land or redevelopment of existing developed lands. Development would occur in accordance with the land use designations and intensities of development allowed in the 2005 General Plan. However, no policy or proposal in the plan divides the community or any neighborhood within the community (page 4-194 of the 2007 General Plan EIR). For example, no roadway, other public project, or proposed land use designation is being proposed as part of this project to divide an existing residential or commercial neighborhood. Further, the policies and implementation measures in the 2005 General Plan Update serve to create a community that is integrated and cohesive. With implementation of the land use plan, policies, and implementation measures included in the 2005 General Plan, no established area within the community would not be physically divided. As such, the 2007 General Plan EIR concluded that the impact regarding the physical division of a community or land use incompatibilities is less than significant (page 4-195 of the 2007 General Plan EIR).

The proposed project is an infill project for a vacant site, located within a developed area within the Town and is surrounded on all sides by developed uses. Further, the project's proposed on-site circulation network of neighborhood streets, a pair of transit stops, and trails and MUPs would facilitate multi-modal access throughout this area of the Town; refer to Exhibit 4. As such, the proposed project would not physically divide an established community but rather, improve accessibility in the project area. Overall, the project would result in less impacts in this regard and would not result in substantially greater impacts than previously analyzed in the 2007 General Plan EIR .

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issue 4.7-2* (page 4-195) of the 2007 General Plan EIR.

As discussed on page 4-195 of the 2007 General Plan EIR , full buildout of the 2005 General Plan Update would alter the existing land use density and intensities within the Municipal Boundary. Specifically, The project anticipates an increase in the amount of residential development in the UGB. Approximately 1,294 acres would be designated residential under the 2005 General Plan Update (refer to Figure 2.1.3 of the 2007 General Plan EIR), resulting in an increase of approximately 20 acres of residential land over previous conditions (prior to adaptation of the 2005 General Plan). Moreover, the 2005 General Plan Update would allow for a total of 16,710 residential units, resulting in an increase of 6,839 residential units. As discussed on page 4-197 of the 2007 General Plan EIR , while this increase in intensity of development could increase impacts locally the circumstances and locations under which such density transfers may occur are unknown and it is speculative to analyze potential impacts at this time. If and when an application is submitted for a density transfer, environmental review would be necessary. Overall, the 2007 General Plan EIR concluded that the project is consistent with the plans and policies outlined in the Mono County General Plan for those lands adjacent to the Mammoth Lakes Municipal Boundary. The issues, opportunities and constraints identified in the Mono County General Plan have been identified in this EIR and are carried forward into the analysis.

The 2007 General Plan EIR was a programmatic level analysis for the Town and included all potential future developments anticipated under the Town's land use designations, as shown on the Town's Land Use Map (Figure 3-4 on page 3-10 of the 2007 General Plan EIR). As such, potential environmental impacts associated with the proposed high density residential workforce housing on the project site (per General Plan Land Use designation of HDR-1) have been considered in the 2007 General Plan EIR. It should be noted that the 2016 Update EIR also considered buildout of the General Plan land use map, with a density of 12 units per acre (or 300 units) designated for the project site and the option to allow up to double density if all the units are deed restricted for workforce housing.

The following is an analysis on the project's consistency with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Consistency With General Plan Land Use Designation

The project site is designated as HDR-1, which allows for development of residential multi-unit townhouses, condominiums, and apartments at a density of six to 12 units per acre (or a maximum of 300 units for the project site) and is intended for workforce housing. Per General Plan Policy L.2.D, a granting of twice the density for the HDR-1 is allowed (which would be 24 units per gross acre or a maximum of 600 units for the project site), as long as all units are deed restricted for workforce housing. The project proposes the development of approximately 400 to 580 deed-restricted affordable workforce housing units, which equate to 16 to 23 dwelling units per acre (gross). As such, the proposed project would be consistent with the development density for the HDR-1 General Plan designation.

The proposed Master Plan would serve as a district planning effort to aid in future planning for the project ("Shady Rest") site, consistent with General Plan Policy L.1.D and Action L.1.D. As stated in Section 1.5, the project would include up to 580 affordable workforce housing units. Most units are

reserved for incomes at or below 120 percent AMI. Up to 15 percent of the workforce housing units (or up to 87 units) would be reserved for households with income more than 120 percent AMI but below 200 percent AMI. All ownership units would be deed restricted to individuals and households working in the region. As such, the project would substantially increase housing supply available to the workforce (General Plan Goal L.2), and would ensure supplies of housing for employees and reduce automobile trips (General Plan Action L.3.E). The project would also include a mix of housing types and forms consistent with the Town's design and land use policies (General Plan Policy L.2.B), and provide activities, amenities, and services (i.e., daycare facility) to support long-term visitation (General Plan Policy L.5.F).

Consistency With Zoning

The project site is zoned RMF-1 with an Affordable Housing Overlay. The RMF-1 zone is intended as an area for the development of mixed residential uses (single-family dwellings, apartments, and other multiple family developments). Transient occupancy or rental and hotel and motel uses are not permitted in this zone. Group Living quarters uses are permitted only with a use permit. Bed and breakfast uses are permitted. Only those uses are permitted that are complementary to, and can exist in harmony with, such residential developments. The RMF-1 zone allows a maximum residential density of 12 units per acre (300 units at the project site) with the allowance of double density (allowing an additional 300 units at the project site) through the Affordable Housing Overlay. The Affordable Housing Overlay is intended to promote the development and provision of affordable housing within the community, and thereby implementing the policies of the Housing Element of the General Plan. In order to be granted the double density within the Affordable Housing Overlay, all units must be deed restricted for affordable households with incomes ranging from very low, other low and moderate income (Municipal Code Section 17.138.040, *Town Density Bonus*).

The proposed project would replace these regulations with the proposed Master Plan. Any areas where the Master Plan regulations are silent (as to a specific development standard found in the Municipal Code), the standards for the underlying zone district (RMF-1) would apply. The maximum allowable density as set forth in the Master Plan is up to 23 units per acre (or up to 580 units) deed restricted for workforce housing. In compliance with the Density Bonus approved for the site, a Workforce Housing Agreement would be required for each development area on-site prior to issuance of a Certificate of Occupancy that would include occupancy standards, and sale, resale, and rental restriction. As such, the proposed Master Plan would be consistent with the Town of Mammoth Lakes General Plan Policy L.2.D, and Municipal Code Chapter 17.140, *Affordable Housing Density Bonuses and Incentives—State Density Bonus Program*.

As currently zoned, the project site would only allow for residential development and would not permit other supportive uses for activities, amenities, and services. The proposed Master Plan would allow for development of a residential neighborhood deed restricted for affordable workforce housing, with allowance for supportive uses such as day care facilities, community gathering spaces, and other amenities such as parks and playgrounds. Additional uses (i.e., small-scale commercial uses, mobile businesses, and home occupations) would be permitted with Use Permit approval in order to accommodate potential changes in the needs of residents.

The proposed Master Plan would provide site specific regulations and guidelines relative to land use; architectural design standards including building mass and articulation, roofs, materials, colors and height); development site standards including density, lot coverage, setbacks, open space, and snow storage; parking requirements; signage; infrastructure including utilities, solid waste and stormwater; and circulation and mobility including sidewalks and pathways, the street network, and transit facilities. The Master Plan sets forth the specific development parameters for the project site while providing flexibility to accommodate unique development phasing needs and changes to the affordable housing development landscape over time.

Last, development of the proposed Master Plan would be required to comply with all Town Zoning regulations pertaining to the following:

- Grading and Clearing (Municipal Code Section 17.36.050);
- Required snow storage area (Municipal Code Section 17.36.110);
- Propane Tanks (Municipal Code Section 17.36.080);
- Dumpsters (Municipal Code Section 17.36.130);
- Fences and Walls (Municipal Code Section 17.36.040);
- Exterior Lighting (Municipal Code Section 17.36.030);
- Design Review (Municipal Code Chapter 17.88);
- Outdoor Storage and Work Areas (Municipal Code Section 17.52.240);
- Signs (Municipal Code Chapter 17.48);
- Parking (Municipal Code Chapter 17.44); and
- Landscaping (Municipal Code Chapter 17.40).

Overall, the Master Plan has been designed to provide for site-specific zoning requirements that better fit the Town's needs and vision for the project site. Upon approval of the proposed Master Plan, the project would not conflict with any Municipal Code provisions and impacts in this regard would be less than significant. In conclusion, the proposed project would be consistent with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be similar to those identified in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.12 MINERAL RESOURCES

This section corresponds with 2007 General Plan EIR Section 4.4, *Geology, Soils, Mineral Resources and Geotechnical Hazards*.

Would the project:

a) Result in the loss of availability of a known mineral resource of value to the region and the residents of the State?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issue 4.4-6* (page 4-115) of the 2007 General Plan EIR.

As discussed on page 4-115 of the 2007 General Plan EIR , mineral development including clay, aggregate, do occur in the Planning Area. The activities associated with mineral development have the potential to impact the environment through hauling activities, transport emissions, noise and other means. Any projects associated with mineral development would be required to undergo environmental review and permitting. In addition, any party proposing mineral extraction that is subject to the Surface Mining and Reclamation Act (SMARA) would have to apply to the Town and pay the appropriate processing fees. The 2005 General Plan Update proposes the adoption of policy and implementation measures as outline on page 4-115 of the 2007 General Plan EIR to reduce potential impacts associated with mineral resources. As such, the 2007 General Plan EIR concluded that development associated with implementation of the 2005 General Plan Update within the UGB would not result in the loss of mineral resources.

No activities associated with mineral development are known to have occurred or are anticipated to occur within the project site. As such, less than significant impacts in this regard would occur as a result of the project, and the level of impact would not be greater than that previously analyzed in the 2007 General Plan EIR .

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Refer to Response 3.12(a). Impacts would not be greater than that previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.13 NOISE

This section corresponds with 2007 General Plan EIR Section 4.8, *Noise*.

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issues 4.8-1* (page 4-212), *4.8-3* (page 4-213), and *4.8-4* (page 4-217) of the 2007 General Plan EIR.

Furthermore, this impact threshold was modified since the 2016 Update EIR was prepared and corresponds to the analyses that begin on pages 4.8-18, 4.8-21, and 4.8-27 of the 2016 Update EIR.

As concluded on pages 4-212 and 4-216 of the 2007 General Plan EIR, the 2005 General Plan Update would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, with oversight by the appropriate agencies and compliance with applicable regulations, including standards established by the HUD, the Guidelines for Noise and Land Use Compatibility established by the State of California Department of Health Services Environmental Health Division, as well as the Town's Noise Ordinance (Chapter 8.16 of the Municipal Code); refer to 2007 General Plan EIR Table 4.8-2, *Applicable State Laws and Regulations*, and Table 4.8-3, *Town Exterior Noise Ordinance Standards*.

The 2007 General Plan EIR concluded that the projected increase in traffic as a result of the 2005 General Plan Update anticipated buildout would result in an increase in the amount of ambient noise in the Town during the high traffic periods, which are the winter weekend days. The types of developments and activities anticipated under the 2005 General Plan Update are not expected to greatly increase traffic volumes at night and thus traffic related noise during nighttime periods are not expected to greatly increase. However, as shown in Table 4.8-8 (page 4-214) of the 2007 General Plan EIR, future traffic noise levels at some of the locations would exceed 60 dB Ldn at the 100-foot distance. Where noise-sensitive receptors (full-time occupancy residences) are located next to roads, there is a potential for noise impacts (depending on site-specific conditions) if noise levels exceed 60 dB Ldn. It is noted that interior noise levels should be satisfactory (45 dB Ldn or less) at all locations of the Town (page 4-214 of the 2007 General Plan EIR) as normal construction practices that satisfy building codes would reduce exterior noise levels by 20 to 35 dB. Nevertheless, as concluded on page 4-216 of the 2007 General Plan EIR, a significant and unavoidable impact would occur as a result of the 2005 General Plan Update because the noise generated by traffic from implementation of the 2005 General Plan Update would exceed current ambient levels by up to 6 dBA, which may be readily noticeable. Overall, although the existing regulations and the implementation measures as part of the 2005 General Plan Update would ensure that permanent increases in noise levels within the UGB would not exceed the threshold of 60 dB Ldn in outdoor activity areas or 45 dB Ldn within interior spaces of existing noise-sensitive uses, a significant unavoidable impact would occur due to the incremental increase in noise as a result from the projected increase in traffic.

Additionally, it is noted that construction activities associated with future development in accordance with the 2005 General Plan Update would be temporary in nature and would occur in accordance with the Town Noise Ordinance during the daytime hours and within prescribed noise limits (refer to Table 4.8.3 of the 2007 General Plan EIR). On a long-term basis, the concerns would pertain to an increase in the number and frequency of amplified sound music or other sounds from special events, an increase in the number and frequency of high-noise recreational vehicle use (such as snow jets, power boats, and motorized bikes), and other similar sources (page 4-217 of the 2007 General Plan EIR). The 2005 General Plan Update would provide for additional growth within the Town (including the construction of high density residential within the project site), which would result in an increase in outdoor activities (page 4-219 of the 2007 General Plan EIR). Nevertheless, all projects would be required to comply with existing regulations as well as policies in the 2005 General Plan Update and in the existing Noise Element. As such, the 2007 General Plan EIR concluded that compliance with applicable regulations and policies and implementation measures would result in a less than significant impact with regard to temporary or periodic increase in ambient noise levels.

The 2016 Update EIR concluded that construction activities associated with the implementation of the 2016 Update would result in less than significant noise impact with incorporation of Mitigation Measure MM AES-1, as well as compliance with the TSMP Mitigation Measures TSMM 4.J-1A through TSMM 4.J-CC. All construction activities would be required to adhere to maximum exterior noise levels pursuant to Municipal Code Section 8.16.090, *Prohibited Acts*. All mobile and stationary internal-combustion powered equipment and machinery are required to be equipped with suitable exhaust and air-intake silencers in proper working order under the Town's Noise Ordinance.

Construction Noise

Construction of the proposed project would occur in six phases, starting in summer 2021 and ending in summer 2028. Construction activities would include typical heavy-duty construction equipment. The nearest sensitive receptors to the project site are located approximately 20 feet away to the south, west, and north of the project site boundary. In addition, according to the proposed Master Plan, there would be an additional 30 feet setback required between the project boundary and nearest proposed building on-site. As such, the nearest sensitive receptors would be at least 50 feet away from the nearest building construction area, with most construction occurring at a distance greater than 50 feet.

According to the 2007 General Plan EIR, development of the proposed project site (Shady Rest Tract/HDR-1) would not create a construction noise impact, as construction activities associated with future development in accordance with the 2005 General Plan Update would be temporary in nature and would occur in accordance with the Town Noise Ordinance during the daytime hours and within prescribed noise limits (refer to Table 4.8.3 of the 2007 General Plan EIR). The 2007 General Plan EIR did not analyze specific construction equipment noise levels, but the 2016 Update EIR did. The proposed project would use similar construction equipment as was analyzed within the 2016 Update EIR.

Pursuant to Municipal Code Section 8.16.090, the maximum exterior noise levels allowed in single-family residential areas for mobile (e.g., excavator, backhoe, dozer, loader, etc.) and stationary

equipment (e.g., generators, compressors, pumps, etc.) during 7:00 a.m. to 8:00 p.m. Monday through Saturday are 75 dBA and 60 dBA, respectively. In addition, the maximum exterior noise levels allowed in single-family residential areas for mobile and stationary equipment during 8:00 p.m. to 7:00 a.m. Monday through Saturday, and all day on Sundays and legal holidays, are 60 dBA and 50 dBA, respectively. According to the 2016 Update EIR, construction occurring within 200 feet from single family residential uses or within 100 feet of multi-family residential uses may exceed the thresholds. However, with implementation of the Mitigation Measures TSMM 4.J-1a through 4.J-CC and MM AES-1, temporary construction noise impacts to sensitive receptors would be less than significant. Thus, with the incorporation of Mitigation Measure MM AES-1 and TSMM 4.J-1A through 4.J-CC, the proposed project would have a less than significant construction impact.

Mobile Noise

Future development generated by the proposed project would result in some additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. Table 6, *Existing and Project Peak Hour Volumes*, highlights the Existing and Existing with Project peak hour volumes, as discussed in *The Parcel Buildout Transportation Analysis*, prepared by LSC Transportation Consultants, Inc., dated December 3, 2020. According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a barely perceptible increase in traffic noise levels (3 dBA).[11] As shown in Table 6, peak hour trip volumes would not exceed the Caltrans threshold at any intersection except for the Center Street and Site Driveway intersection (50 peak hour trips to 159 peak hour trips).

Table 6
Existing and Project Peak Hour Volumes

Intersection	Total Existing Peak Hour Volumes	Project Peak Hour Trips	Total Existing with Project Peak Hour Volumes	% Peak Hour Trip Increase with Project	Doubling of Traffic?
Main Street and Center Street	1,800	99	1,899	6%	No
Lauren Mountain Road and Tavern Road	239	148	387	62%	No
Old Mammoth Road and Tavern Road	1,266	113	1,379	9%	No
Meridian Boulevard and Azimuth Drive	1,878	30	1,908	2%	No
Center Street and Site Driveway	50	109	159	218%	Yes

Notes: ADT = average daily trips
1. Represents ADT along the roadway segments.
Source: LSC Transportation Consultants, Inc., *The Parcel Buildout Transportation Analysis*, December 3, 2020.

Peak hour trips were modeled within the Federal Highway Administration (FHWA) RD-77-108 roadway model to calculate a community noise equivalent level (CNEL). Consistent with industry standards, the peak hour trips were multiplied by a factor of 10 to calculate the average daily trips (ADTs). Table 7, *Traffic Noise Levels*, shows the FHWA RD-77-108 roadway modeling; refer to

[11] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol,* September 2013.

Appendix G, *Noise Data* for model input and outputs. The nearest sensitive receptors along Center Street are multi-family residential uses. As seen in Table 7, while this intersection exceeds the Caltrans threshold and would increase noise levels by approximately 5 dBA, this intersection would increase the roadway noise at Center Street to 48 dBA, which is below the Noise Ordinance Chapter 8.16.70 threshold of 50 dBA for multi-family residential uses in a suburban area. Furthermore, this is below the 6 dBA increase analyzed within the 2007 General Plan EIR and would be below the 60 dBA threshold that was adopted in the 2007 General Plan EIR. Lastly, according to the 2016 Update EIR, long-term noise measurements within the Town range from 46 to 64 dBA (page 4.8-11 to 4.8-13), and the Future With Project noise level would be within the low range of the measured ambient noise level. Therefore, the project's peak hour trip volumes would not cause a significant noise impact at the nearby sensitive receptors.

Table 7
Traffic Noise Levels

Roadway	ADT[3]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT[3]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			Exceed Municipal Code Threshold of 50 dBA?[2]
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Existing						**Existing With Project**					
Center Street and Site Driveway	500	43.0	-	-	-	1,590	48.0	-	-	-	No
Future						**Future With Project**					
Center Street and Site Driveway	500	43.0	-	-	-	1,590	48.0	-	-	-	No

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level, - = centerline is within the roadway right of way.
1. Traffic noise volume were modeled with the Federal Highway Administration (FHWA) RD-77-108 Noise Prediction Model.
2. The suburban land uses near Center Street and the proposed Site Driveway are commercial and multi-family. According to Chapter 8.16 of the Town's Municipal Code, multi-family dwelling residential land uses have a threshold of 50 dBA for exterior land uses.
3. ADT's were calculated by multiplying the peak hour volumes by 10, consistent with industry practice.

Source: Noise modeling is based on traffic data within LSC Transportation Consultants, Inc., *The Parcel Buildout Transportation Analysis*, December 3, 2020. Refer to Appendix G, *Noise Data*; for modeling inputs and results.

Operational Noise

Stationary Mechanical Noise

The 2007 General Plan EIR analyzed stationary noise sources and concluded that a less than significant impact would occur with compliance of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Heating Ventilation and Air Conditioning (HVAC) units would be installed on the roof of the proposed buildings. Typically, mechanical equipment noise is 55 dBA at 50 feet from the source.[12] According to the California Department of Transportation (Caltrans), noise attenuates at a rate of 7.5 dBA for each doubling of distance over "soft" surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and

[12] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

trees.[13] [14] The nearest sensitive receptors to the project site are multi-family and single-family residences located approximately 20 feet to the south, west, and north of the proposed project site boundary. According to the proposed Master Plan, project would be required to have setback of at least 30 feet to the edge of the proposed building. Based off this, the closest proposed building located to a proposed sensitive receptor is approximately 60 feet (Building G-2). At this distance, HVAC noise levels would be approximately 52 dBA. It should be noted that this conservative analysis does not take into account the addition distance from the proposed building heights of at least 36 feet, which would further attenuate the HVAC noise levels. According to the proposed Master Plan, all exterior mechanical equipment shall be screened or incorporated into the design of buildings so as not to be visible from the street, completely shielding the HVAC units from the nearest sensitive receptor to the south. Complete shielding of the HVAC units would reduce noise levels by approximately 8 dBA.[15] As such, HVAC noise levels would be approximately 44 dBA with an enclosure, which would not exceed the Town's 45 dBA CNEL exterior noise compatibility standard for single-family residences in a suburban area. Furthermore, according to the 2016 Update EIR, long-term noise measurements within the Town range from 46 to 64 dBA (page 4.8-11 to 4.8-13), which are higher than the projected HVAC noise levels of 44 dBA. Thus, impacts would be less than significant in this regard.

Parking Lot Noise

The proposed project would include approximately 660 parking spaces with a mixture of podium, tuck-under, and street parking. Estimates of the maximum noise levels associated with the parking lot activities attributed to the project are presented in Table 8, *Maximum Noise Levels Generated by Parking Lots*.

Table 8
Maximum Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}
Source:Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.	

As shown in Table 8, parking lot activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 8. Podium Parking under the apartment buildings would have intermittent parking lot noise due to the movement of vehicles. However, noise levels generated by podium parking would be inaudible at off-site uses as the structure would be completely enclosed underground. Furthermore, the on-site parking spaces would

[13] Assuming a noise attenuation rate of 7.5 dBA for each doubling of distance over "soft" surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees. California Department of Transportation, *Technical Noise Supplement*, 2009.

[14] Cyril M. Harris, *Noise Control in Buildings*, 1994.

[15] Federal Highway Administration, *FHWA Roadway Construction Noise Model User's Guide*, January 2006.

be spread out over the project site and would not cause excessive parking lot noise. As such, the project would have a less than significant parking lot noise impact.

Crowd Noise

The project would include a park in the middle of the project site, near the proposed Tavern Road. This park area has the potential to be accessed by groups of people intermittently for various occasions (e.g., private parties, events, and other social gatherings, etc.). Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[16] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[17] Therefore, crowd noise would be approximately 62 dBA at one meter (3.28 feet) from the source (i.e., at the park).

As shown in Exhibit 3, the park would be in the center of the project site, approximately 300 feet from the nearest sensitive receptor. Based on the Inverse Square Law, crowd noise would be reduced to approximately 23 dBA at the closest sensitive receptor, to the north of the project site. Furthermore, an apartment building would be in-between the park and nearest sensitive receptor, further reducing noise levels by approximately 15 dBA. As such, outdoor activities associated with the park would produce a noise of level of approximately 8 dBA at the nearest sensitive receptor, which would not exceed the Town's 45 dBA CNEL exterior noise compatibility standard for single-family residences. As such, the proposed park would not generate noise levels that would exceed the Town's noise standards at the closest sensitive receptors. Therefore, impacts would be less than significant.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Previously certified environmental documents include mitigation measures to reduce potential impacts associated with implementation of the General Plan.

MM AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible. Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Director in accordance with the Municipal Code requirements. (2016 Update EIR Mitigation Measure AES-1)

TSMM 4.J-1.A Engine idling from construction equipment such as bulldozers and haul trucks shall be limited, to the extent feasible. (2016 Update EIR Mitigation Measure TSMM 4.J-1.A)

16 M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.

17 Ibid.

TSMM 4.J-1.B The construction staging areas shall be located as far as feasible from sensitive receptors. (2016 Update EIR Mitigation Measure TSMM 4.J-1.B)

TSMM 4.J-1.C All construction activities shall comply with the Town's Noise Ordinance. (2016 Update EIR Mitigation Measure TSMM 4.J-1.C)

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Approved Mitigation Measures.

b) Generation of excessive groundborne vibration or groundborne noise levels?

This impact threshold corresponds to the analysis under *Issue 4.8-2* (page 4-212) of the 2007 General Plan EIR.

As discussed previously as well as on page 4-212 of the 2007 General Plan EIR, it is noted that the 2005 General Plan Update is a long-range plan guiding future growth in the Town and does not contain project level details. Nevertheless, it is stated that any specific development projects would be required to comply with standards established in the local general plan or noise ordinance, or applicable standards of other agencies (page 4-213 of the 2007 General Plan EIR). Specifically, Municipal Code Section 8.16.090, *Prohibited Acts*, prohibits operating or permitting the operation of any device that creates a vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way. As such, the 2007 General Plan EIR concluded that oversight by the appropriate agencies and compliance with the applicable regulations would result in a less than significant impact with regard to groundborne vibration and noise.

Vibration Impacts

The 2007 General Plan EIR did not analyze specific construction equipment vibration levels. However, construction of the proposed project would require similar construction equipment to what was analyzed in the 2016 Update EIR. The 2016 Update EIR analyzed potential construction vibration impacts and concluded that construction equipment vibration levels that occurred at a distance greater than 43 feet would not cause a significant impact. As discussed above, the nearest sensitive receptors to the project site are located approximately 20 feet to the south, west, and north of the project site boundary. According to the proposed Master Plan, the project would require a 30-foot setback from the proposed on-site buildings and the project boundary. Thus, construction would occur at a distance of at least 50 feet to the nearest structure. It should also be noted that construction would occur throughout the project site and would not be concentrated in or confined to one specific area of the project site. As this distance is greater than the 43 feet analyzed in the 2016 Update EIR, and the 2016 Update EIR concluded that operational of large heavy construction equipment would not cause a vibration impact at a distance greater than 43 feet, the proposed project would not create a construction vibration impact. Thus, impacts would be less than significant.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) ***For a project located within the vicinity of a private airstrip an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis under *Issue 4.8-5* (page 4-219) of the 2007 General Plan EIR.

As discussed on page 4-219 of the 2007 General Plan EIR, the Mammoth Yosemite Airport is located approximately 7 miles from the Town with a relatively small size of CNEL 70 and 75 noise exposure areas. Implementation of the 2005 General Plan Update would comply with applicable regulatory requirements (e.g. Title 24 [Building] CCR T25-28), which would preclude locating sensitive receptors within the Mammoth Yosemite Airport's 65 CNEL contour and, as such, the 2005 General Plan Update would not result in the exposure of sensitive receptors in the UGB to excessive noise levels (page 4-219of the 2007 General Plan EIR). Further, as discussed on page 4-212 of the 2007 General Plan EIR, residential uses and schools would not be exposed to excessive groundborne vibration or groundborne noise as these uses are required to be located outside of the Mammoth Yosemite Airport's 65 CNEL noise contour. As such, the 2007 General Plan EIR concluded that impacts in this regard would be less than significant.

The Mammoth Yosemite Airport is located approximately 6.2 miles east of the project site at 1300 Airport Road. According to the *Mammoth Yosemite Airport - ALUC Airport Safety Zone Plan/Land Use Plan (Existing Runway)* map, the project site is not located within any airport safety zones established for the Mammoth Yosemite Airport.[18] Based on distance to the closest airport, project implementation would not result in excessive noise levels for people residing or working in the project area, or be located within an airport land use plan. No impacts would occur in this regard and development of the proposed project would not result in any new specific effects or greater impacts in this regard than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

[18] Town of Mammoth Lakes, *Mammoth Yosemite Airport, Mammoth Lakes, California, Airport Layout Plan, ALUC Airport Safety Zone Plan/Land Use Plan (Existing Runway)*, Sheet 13, https://www.townofmammothlakes.ca.gov/442/Airport-Planning-Narratives, July 2014.

3.14 POPULATION AND HOUSING

This section corresponds with 2007 General Plan EIR Section 4.9, *Population, Housing, and Employment.*

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

As discussed on page 432 of the 2007 General Plan EIR, the 2005 General Plan Update would neither induce nor foster, that is, cause, this growth to occur because a General Plan does not actually cause or induce growth, but is instead dependent on demand for recreational and related opportunities which has its principal origins in other parts of California and the West. As shown in Table 4.9-6, *Incremental Development for Buildout of the Proposed 2024 General Plan Compared with the Existing General Plan*, on page 4-234 of the 2007 General Plan EIR, the 2005 General Plan Update at buildout would result in a reduction of 686 residential units compared with the previous General Plan, with the majority of this reduction occurring in multi-unit transient housing (reduction of 680 units). Although the 2005 General Plan Update proposes a reduction of six non-transient residential units, the 2005 General Plan Update contains additional policies, such as limiting Shady Rest (the project site) to primarily workforce housing and permitting workforce housing, that would enhance opportunities for workforce housing increasing the availability of these units to residents through deed restrictions. Therefore, the reduction in residential units would not impact resident housing supply. The 2005 General Plan Update would result in a total population of approximately 60,700 people, which is slightly less than the projected population of 61,376 under the previous General Plan (page 4-233 of the 2007 General Plan EIR). Therefore, the 2005 General Plan Update would not indirectly provide for a substantial increase in population. Based on the above, the 2007 General Plan EIR concluded that while the 2005 General Plan Update would accommodate a relatively substantial increment of population growth, it would neither directly nor indirectly induce that growth or cause it to occur, and less than significant impact with regard to the inducement of a direct or indirect substantial population growth occur.

The proposed project is not anticipated to induce substantial unplanned population growth in the area, either directly or indirectly. Per the existing General Plan designation and zoning for the project site, buildout included development of approximately 25 acres of land with a density of 12 dwelling units per acre (up to 300 units) with an option to grant double density (up to 600 units). The project proposes 16 to 23 dwelling units per acre (gross) or 400 to 580 residential units and an increase in population of up to 2,013 persons[19], which is consistent with the existing General Plan and Zoning buildout assumptions for the project site. However, it is acknowledged that the existing 1991 Shady Rest Master Plan only considers construction of 172 units at the site. Therefore, the proposed project (with anticipated development of up to 580 units) would result in a net development potential increase of up to 408 units and an increase of up to 1,416 persons at the project site when compared to anticipated buildout conditions of the 1991 Shady Rest Master Plan.

[19] The population increase was calculated based on the average household size of 3.47 persons per household, which combines the household size for permanent population with the household size for visitor and seasonal populations; refer to Sections 4.9 of the 2016 Update EIR.

As discussed in Section 1.3.3, *Master Plan*, the Master Plan proposes to replace the 1991 Shady Rest Master Plan and increase maximum allowable density of the project site from 172 units to 580 units. Upon adaptation of the Master Plan, the specific development criteria would be amended to be consistent with the buildout assumptions of the General Plan designation and zoning for the site. As such, the 400 to 580 residential units and resulting population increase of 2,013 persons under the proposed project are consistent with the population and housing projections considered in the General Plan and Zoning Code.

Additionally, given the nature of the proposed use (i.e., affordable housing development), the proposed project is not anticipated to generate new jobs (that may result in potential employees relocating to the Town), but rather would provide affordable housing for the Town's workforce. Therefore, no indirect population growth as a result of jobs associated with the project is anticipated. As such, the project would not result in substantial increases in unplanned population growth in a local context. Overall, the project would result in less than significant impacts to unplanned population growth and would not result in substantially greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As discussed on page 4-236 of the 2007 General Plan EIR , a General Plan Update could result in the displacement of housing units if land designated for residential use were changed to a non-residential designation. However, the 2005 General Plan Update does not propose any changes of existing residential uses to non-residential uses. In fact, the 2005 General Plan Update proposes increased affordable housing opportunities within the IP zone through density bonuses and through the re-designation of a portion of land from HDR to HDR-1, which would prohibit transient residential units in the future preserving more land for resident housing. As such, the 2007 General Plan EIR concluded that the 2005 General Plan Update would result in a less than significant impact with regard to the displacement of substantial numbers of existing housing or residents.

No existing housing is present on-site. Thus, implementation of the proposed projects would not result in the displacement of existing housing. No impacts would result in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

3.15 PUBLIC SERVICES

This section corresponds with 2007 General Plan EIR Section 4.10, *Public Services*, and Section 4.12, *Recreation*, as well as the 2016 Update EIR Section 4.10, *Public Service*, and Section 6.2, *Significant Unavoidable Impacts*.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable serve ratios, response times or other performance objectives for any of the public services:

i) Fire Protection?

The 2007 General Plan EIR determined that implementation of measures to ensure that service providers have opportunity during the development review process to provide comments (2007 General Plan Policy II.1.C.a.1), new development adequately mitigates its impact on fire protection (2007 General Plan Policy II.1.C.a.2), and any sites designated for public safety facilities are sited at locations that facilitate prompt response times (2007 General Plan Policy II.1.D.a.6). In addition, 2007 General Plan Policy II.4.A.e.4 assists in establishing and implementing appropriate funding sources to facilitate the expansion of the Main Street fire station, relocation of the training tower, construction of fire employee housing, and development of a third fire station. The imposition of the development impact fee (Code Section 15.16.082) also would serve to further ensure that potential impact to fire protection services is reduced. Last, the Town collects development impact fees (DIFs) to fund the required fire suppression facilities, vehicles, and equipment. New development is projected to pay over 58 percent of the cost of the required fire suppression facilities, vehicles, and equipment needed to service buildout of the 207 General Plan. The Mammoth Lakes Fire Protection District (MLFPD) provides fire protection and emergency response to the project site. As such, the MLFPD also collects a fixed percentage of the Town's property taxes to fund their development and operations. Therefore, the 2007 General Plan EIR concluded that with implementation of the General Plan policies and existing regulations, impacts in this regard would be less than significant.

The 2016 Update EIR determined that the 2016 Update would not result in the need for new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services. As discussed in the 2016 Update EIR, although demand for fire protection may increase with implementation of the 2016 Update as a result of development density and population increases, existing development standards (i.e., requirements for automatic sprinkler systems, alarms, smoke and carbon monoxide detectors and other fire suppression requirements), building code and fire code requirements, as well as the service impact analyses required on a project-by-project basis would ensure that growth in the Town would not exceed the carrying capacity of infrastructure or public services. In addition, future development in the Town would be subject to MLFPD's review as well as payment of DIFs, which would offset the impacts of increased demand for public services, which include fire services. As such, impacts associated with the 2016 Update were determined to be less than significant.

The proposed project would include the development of approximately 400 to 580 residential units, thus introducing additional residents to the project area. Similar to the 2007 General Plan EIR and 2016 Update EIR, the proposed project would be subject to existing development standards, building code and fire code requirements, payment of DIFs, and MLFPD's review. As such, impacts would be less than significant and the proposed project would not result in any significant impacts in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Police Protection?

Police protection services in the Town are provided by the Mammoth Lakes Police Department (MLPD).

The 2007 General Plan EIR determined that permanent and transient population growth resulting from implementation of the 2007 General Plan would result in a greater volume of emergency calls to the police department and could potentially impact police protection and law enforcement services and facilities. As buildout of the 2007 General Plan occurs, MLPD services will increase as needed to respond to population growth. The 2007 General Plan implementation measures ensure that service providers have opportunity during the development review process to provide comments (2007 General Plan Policy II.1.C.a.1), new development adequately mitigates its impact on police protection (2007 General Plan Policy II.1.C.a.2), and any sites designated for public safety facilities are sited at locations that facilitate prompt response times (2007 General Plan Policy II.1.D.a.6). The imposition of the development impact fee (Municipal Code Section 15.16.082) also would serve to further ensure that potential impact to police protection services is reduced. The 2007 General Plan EIR concluded that the 2007 General Plan implementation measures, along with existing regulations regarding the payment of DIFs, would reduce impacts to police protection services to a less than significant level.

The 2016 Update EIR determined that the 2016 Update would not result in the need for new or physically altered police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services. As discussed in the 2016 Update EIR, although demand for police protection may increase with implementation of the 2016 Update as a result of development density and population increases, existing development standards (i.e., setbacks, snow storage, lighting standards, site security requirements, and parking standards), crime deterrence brought by the increased pedestrian activity associated with developments, as well as service impact analysis required on a project-by-project basis would ensure that growth in the Town would not exceed the carrying capacity of infrastructure or public services. All future development in the Town would be subject to MLPD's review as well as payment of DIFs, which would offset the impacts of increased demand for public services, which include police protection services. Further, all future development in the Town would coordinate with the MLPD

to plan for and ensure appropriate emergency access and response times in accordance with the newly approved Action M1.4.1 as part of the 2016 Update. As such, impacts associated with the 2016 Update were determined to be less than significant.

The proposed project would include the development of approximately 400 to 580 residential units, thus introducing additional residents to the project area. Similar to the 2007 General Plan EIR and 2016 Update EIR, the proposed project would be subject to existing development standards, and MLPD's review. As such, impacts would be less than significant and the proposed project would not any significant impacts in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) Schools?

The 2007 General Plan EIR determined that development of the 2007 General Plan may strain existing school capacity and create demand for expanded services and facilities. Population growth proposed under the 2007 General Plan would generate additional students within the Mammoth Unified School District (MUSD) services area. The 2007 General Plan EIR determined that buildout of the 2007 General Plan would exceed the available capacity of the district. All development projects are required to comply with Senate Bill 50, which requires the payment of new school construction facility fee. The fee charged is the fee in the place at the time of issuance of a permit. The payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to levels that are less than significant (Government Code Section 65995). Furthermore, the 2007 General Plan includes several implementation measures to ensure the potential impacts to school facilities and services are reduced, including payment of appropriate development fees (2007 General Plan Policy II.1.A.b.5), and appropriate schools siting, design, and development (2007 General Plan Policies II.1.A.b.1, II.1.A.b.2, and II.1.A.b.3). Based on the information provided by MUSD and the 2007 General Plan implementing policies, the 2007 General Plan EIR determined that less than significant impacts on school facilities and services would result.

The 2016 Update EIR determined that implementation of the 2016 Update would not significantly impact MUSD school facilities or services with payment of the required development fees pursuant to California Education Code Section 17620 (a)(1) at the time of obtaining a building permit. In addition, the MUSD disclosed that the number of students enrolled in the school district has not changed substantially in approximately a decade. Additionally, payment of the required development fees is considered sufficient mitigation for all potential impacts from development projects on school facilities to a less than significant level pursuant to Government Code Section 65995. As such, the 2016 Update EIR concluded a less than significant impact would result in this regard.

The proposed project would include the development of approximately 400 to 580 residential units, thus introducing up to 108 net new residential units to the project site (or 54 new students based on

the MUSD projection estimate of 0.499 students per unit [2007 General Plan EIR page 4-249]). Similar to the 2007 General Plan and 2016 Update EIR, the proposed project would be subject to the require development fees pursuant to California Education Code Section 17620 (a)(1). Upon payment of school impact fees, impacts would be less than significant in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Parks?

The 2007 General Plan EIR determined that an additional 22 acres of park development and acquisition would be needed at buildout of the 2007 General Plan in order to maintain performance objects. The 2007 General Plan EIR found that impacts in this regard would be significant and unavoidable given the uncertainty of future park acreage at the Town at the time of adoption. Notwithstanding, the 2007 General Plan EIR also determined that with implementation of appropriate parkland dedications or payment of in lieu fees through DIFs or Subdivision approvals, potential impacts to existing parks and recreational facilities and programs that would occur due to continued growth associated with the 2007 General Plan would be less than significant.

As detailed in the 2016 Update EIR, the 2016 Update could result in an increase in population in the commercially designated areas which could potentially increase the demand for existing neighborhood/regional parks and other recreational facilities, or require the expansion of an existing recreational facilities. The Town has adopted a level of service (LOS) standard of 5 acres of parks per 1,000 residents in accordance with the *Town of Mammoth Lakes, Parks and Recreation Master Plan* (PRMP), adopted February 1, 2012. For regional park acreage, the LOS standard is 2.5 acres per 1,000 residents. As of the time the 2016 Update EIR was prepared, the LOS was 3.12 acres of developed local parkland per 1,000 residents and 5.13 acres undeveloped parkland per 1,000 residents. For regional parkland, the LOS was 1.46 acres of developed parkland per 1,000 residents and 3.96 acres of undeveloped parkland per 1,000 residents. This was below the Parks and Recreation Master Plan goals for LOS for developed parkland, but above the LOS standard for undeveloped parkland.

The 2016 Update EIR detailed the evaluation of future projects' impacts on open space, recreation and parks would utilize an impacts-based approach under the 2016 Update. An impacts-based approach is intended to ensure that growth in the Town would not exceed the carrying capacity of parks and recreational services, and that the potential for significant environmental impacts would be identified and mitigated if necessary; refer to page 4.10-34 of the 2016 Update EIR. Future development in the Town would be subject to applicable DIFs for parkland and recreation pursuant to Municipal Code Section 15.16.081.B. Future residents and visitors would be subject to the *Mammoth Lake Recreation, Trails and Parks Investment Initiative Ordinance* (Measure R)[20] as well as the *Mammoth Lakes*

[20] Measure R, or the "Mammoth Lakes Recreation, Trails and Parks Investment Initiative" Ordinance No. 08-01 was adopted by Town Council on February 20, 2008, and approved by the voters on June 3, 2008. The Ordinance imposed a Transactions and Use Tax in the amount of one-half percent for the purpose of funding Recreation, Trails and Parks.

Mobility, Recreation and Arts & Culture Utility Users Tax Ordinance (Measure U)[21], both of which would help fund the parks and recreation facilities in the Town. Nevertheless, as the Town was behind on the goal of providing 5 acres of developed parkland per 1,000 residents, the 2016 Update EIR concluded that even with the proposed improvements to regional parks, new planned park and recreational facilities, access to other parks and recreational amenities, and funding associated with the DIF programs and Measures R and U, implementation of the 2016 Update would lead to significant and unavoidable impacts for parks and recreational services.

The project proposes 400 to 580 residential units and an increase in population of up to 2,013 persons. Based on these and the Town's buildout model assumptions, the proposed project could result in a net increase of up to 108 units and an increase of up to 375 persons at the project site, compared to the General Plan and 2016 Update buildout assumptions. As discussed in Section 1.5, the project would provide approximately 3.1 acres of open spaces for recreational purposes. These spaces include an at least 0.5-acre central park that anchors the neighborhood, along with smaller pocket parks that serve as open space for the community. The open spaces are meant to provide public gathering spaces, which could be used for community performances, picnicking, celebrations (e.g., birthdays), outdoor kids play activities and yoga or exercise classes, horseshoes and cornhole, and other outdoor activities. The project would also construct informal open spaces such as bioswales, planting strips, and open spaces within and adjacent to development blocks intended to provide snow storage capacity during winter, and could be used for additional purposes when clear of snow, such as recreation and habitat for native flora and fauna. Since the proposed project would provide on-site parkland and would also comply with applicable regulations, including the aforementioned Measures R and U as well as applicable DIF programs, the project's impacts would be less than significant in this regard. It is acknowledged that the project constitutes an improvement over conditions contemplated in the 2016 Update because it would both pay the required DIF fees and also provide a minimum of an addition 0.5-acre of parks, among other open space/recreational uses. Nevertheless, the Town would continue to fall short of the 5 acres per 1,000 residents LOS and, therefore, the overall impact for the Town would be considered significant and unavoidable. While the impact is significant and unavoidable, the proposed project would not result in any new specific effects or more significant effects than disclosed and analyzed in the 2007 General Plan EIR or the 2016 Update EIR. As a result, no further review is required pursuant to 15183.3.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

Measure R is a special fund designated for use by the Town of Mammoth Lakes only for the planning, construction, operation, maintenance, programming and administration of all trails, parks and recreation facilities managed by the Town of Mammoth Lakes without supplanting existing parks and recreation facility maintenance funds.

[21] Measure U, or the "Mammoth Lakes Mobility, Recreation and Arts & Culture Utility Users Tax Ordinance" was adopted by the Mammoth Lakes Town Council on March 17, 2010, and approved by the voters of the Town of Mammoth Lakes on June 8, 2010. Measure U is a special fund designated for use by the Town of Mammoth Lakes, and used only for the planning, construction, operation, maintenance, programming and administration of facilities and projects for Mobility, Recreation and Arts & Culture.

e) Other public facilities?

Library Services

The Town is served by the Mono County Library System. The 2007 General Plan EIR determined that the 2007 General Plan would result in an increase of population and a corresponding demand for library services. The 2007 General Plan includes implementing policies to encourage service providers (Mono County) to participate in the development review process (2007 General Plan Policy II.1.C.a.1). However, although the Town has control over certain aspects of the funding and construction of the library, the library is a County facility, ultimately controlled by the County. As such, the 2007 General Plan EIR determined that although the Town's implementing measures would reduce impacts in this regard to a less than significant level, the impacts to library services cannot be mitigated by the Town to a less than significant level.

Around the time of 2007 General Plan was adopted, Mono County opened a new library at 400 Sierra Park Road (December 2007). As such, the 2016 Update EIR determined that the existing Mammoth Lakes Library Branch adequately serves the Town and surrounding populations. Wait times for conference facilities and work stations are reasonable and there are rarely any scheduling conflicts. It is noted that expansion of the Mammoth Lakes Library Branch in 2007 resulted in the facility more than doubling in size from 7,000 square feet to 17,000 square feet and provided substantial increase in amenities such as two conference rooms, a shared classroom with the Cerro Coso Community College, art and craft area, and children's area. Furthermore, future development that would occur in the commercially designated areas would be required to pay the required library DIFs (pursuant to Section 15.16.081.B of the Municipal Code) and would also be subject to the 1.68 percent property tax allocation which supports funding of the Mono County Library System and its facilities. Thus, impacts were determined to be less than significant in this regard.

The proposed project would include the development of approximately 400 to 580 residential units, thus introducing up to 108 net new residential units at the project site, compared to the 2007 General Plan buildout assumptions. Similar to the 2016 Update, the proposed project would be subject to the library DIFs in accordance with Section 15.16.081.B of the Municipal Code. As such, impacts in this regard would be less than significant.

Hospital Services

The 2007 General Plan acknowledged that buildout of the 2007 General Plan would result in permanent and transient population increases in the Town and, as a result, would increase the demand for hospital and health services. The 2007 General Plan policies reduced impacts through siting of public safety facilities at locations that facilitate prompt response ties and requiring resort visitor developments to provide on- and off-site amenities' for their guests' benefit and enjoyment. These amenities could include on-site infirmary/medic assistance. Although these policies reduced impacts to hospital services to a less than significant level, the 2007 General Plan is a 20-year plan and the Southern Mono health Care District does not have funded improvements for the expansion of acilities over a 20-year timeframe. Since the Town does not have ultimate control over the provision of health care services, impacts to hospital and health services was determined to be significant and unavoidable. No feasible mitigation measures were identified.

It is acknowledged that in 2007, Mammoth Hospital opened its 38,000 square foot expansion that houses an Emergency Department, surgery center, fully digital Medical Imaging Department, and a three-bed Birthing Center.

As discussed above, in Section 4.14, *Population and Housing*, the proposed 400 to 580 residential units and resulting population increase of 2,013 persons under the proposed project are consistent with the population and housing projections considered in the General Plan and Zoning Code. As such, the proposed project would not result in substantially greater impacts than previously analyzed in the 2007 General Plan EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.16 RECREATION

This section corresponds with 2007 General Plan EIR Section 4.12, *Recreation*, and 2016 Update EIR Section 4.10, *Public Services*, and Section 6.2, *Significant Unavoidable Impacts*.

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Refer to Response 3.15(d).

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Refer to Response 3.15(d).

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.17 TRANSPORTATION

This section corresponds with 2007 General Plan EIR Section 4.13, *Transportation and Circulation*, as well as 2016 Update EIR Section 4.2, *Air Quality*, Section 4.11, *Transportation and Traffic*, and Section 6.0, *Other Mandatory CEQA Considerations*. Site-specific information is based primarily on *The Parcel Buildout Transportation Analysis* (Transportation Analysis), prepared by LSC Transportation Consultants, Inc., dated December 3, 2020; refer to Appendix H, *Transportation Analysis*.

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

This impact threshold was modified since the 2007 General Plan EIR and 2016 Update EIR were prepared, and corresponds to the analysis under *Issue 4.13-7* (pages 4-345) of the 2007 General Plan EIR and page 4.11-27 of the 2016 Update EIR.

The 2007 General Plan EIR determined that with implementation of the General Plan policies and implementation measures would expand the existing trail, sidewalk, and bicycle network, which support the use of alternative modes of transportation (2007 General Plan EIR page 4-349). Additionally, public transit facilities and options would be expanded to reduce visitors and residents reliance of private automobiles. Implementation of the 2007 General Plan's policies and implementation measures would ensure that impacts and/or conflicts to adopted policies, plans, or programs supporting alternative transportation methods are reduced to a less than significant level.

The 2016 Update EIR determined that the 2016 Update would support and implement policies of adopted plans and programs related to pedestrian, bicycle, and public transit facilities. Specifically, the 2016 Update proposed new goals, policies, and actions to improve public transit, bicycle, and pedestrian facilities within the Town. With regard to pedestrian facilities, the 2016 General Plan Goal M.8 aims to support the Town's "feet first" objectives by providing a linked year-round pedestrian system that is safe and comprehensive, and the 2016 General Plan Goal M.9 aims to provide an attractive and accessible pedestrian environmental throughout the Town. With regard to bicycle facilities, the 2016 General Plan Goal M.10 aims to support feet-first objectives by providing a linked, year-round recreational and commuter bicycle system that is safe and comprehensive. Specifically, General Plan Action M.10.1.6 would require major new commercial and residential development or redevelopment to provide covered and secure bicycle parking and shower and locker facilities, or to assist in funding bicycle improvements in nearby locations.

With regard to transit facilities, the proposed 2016 General Plan Goal M.12 aims to provide a year-round public transit system that is convenient and efficient, and increases transit ridership for all trip types, and the 2016 General Plan Goal M.13 aims to ensure the financial sustainability of transit. Specifically, General Plan Policy M.12.1 would expand and increase the reliability of transit service;

and General Plan Policy M.12.2 would ensure that all planning processes address transit facilities and services, including areas where transit service, access, and amenities can be improved, and consider land use pattern that support high transit ridership. According to the 2016 Update EIR, implementation of the 2016 Update would expand the transit system and increase overall transit use by approximately 0.4-percent, which would better sustain transit expansion and availability and would not exceed the capacity of the projected transit system. Additionally, the 2016 Update would be consistent with applicable multi-modal policies of the California General Plan Guidelines: Complete Streets and Circulation Element. Overall, the 2016 Update would implement the objectives of the General Plan by providing an enhanced pedestrian, bicycle, and transit network, and maintain and improve the safe and efficient movement of people, traffic and goods in a manner consistent with the "feet first" initiative. As such, the 2016 Update EIR concluded that the 2016 Update would not conflict with any adopted plans and policies and less than significant impacts would occur in this regard.

Pedestrian/Bicycle Facilities

Implementation of the proposed project would result in an increase in approximately 108 net residential units, which would increase the demand for pedestrian and bicycle facilities in the project area. With regards to pedestrian facilities, sidewalks are currently provided along the north and south sides of Main Street, east side of Laurel Mountain Road (portion north of Tavern Road), and the south side of Tavern Road (between Laurel Mountain Road and Old Mammoth Road). There are no sidewalks along Center Street, Tavern Road (portion west of Laurel Mountain Road), or Chaparral Road. It is noted that the 2016 Update identifies future pedestrian facilities along the full extent of Laurel Mountain Road, as well as on Tavern Road (portion west of Laurel Mountain Road); refer to 2016 Update EIR Figure 3-1, *Complete Streets*. A connection from the western boundary of the project site to Manzanita Road is also identified. With regards to bicycle facilities, Class I multipurpose bike/pedestrian trails are provided along both sides of Main Street (portion east of Laurel Mountain Road). Existing Class II bike lanes are provided along Main Street and along Tavern Road (portion east of Laurel Mountain Road). Per the Mobility Plan, Class II bike lanes are planned for Laurel Mountain Road and Old Mammoth Road.

According to the Transportation Analysis, the project site is located within a convenient bicycle/walk distance to many trip destinations, including the Vons plaza (0.6-mile), the Mammoth High School (0.6-mile), the Mammoth Elementary School (1 mile) and the United States Postal Service (0.2-mile), as well as many of the larger employers. As described above, there are existing bicycle and pedestrian facilities available for these trips, except for the roadways immediately adjacent to the site. As such, the project proposes new sidewalks and/or MUPs on Tavern Road between the project site and Laurel Mountain Road, and on Center Street between the project site and Main Street, in addition to sidewalks and/or MUPs proposed within the project site; refer to Exhibit 4. A connection (presumably available to both cyclists and pedestrians) between Manzanita Road and the project site is also proposed. Based on the Transportation Analysis, no improvements are warranted to the south of the project site along Chaparral Road due to the low level of usage. The proposed sidewalks and/or MUP improvements would create an attractive, accessible, and safe pedestrian and bicycle systems per General Plan Goals M.8, M.9, and M.10, which would support the Town's "feet first" objectives. According to the Transportation Analysis, the proposed sidewalks and bike lanes along Tavern Road and Center Street would be sufficient to serve the cyclists and walkers along these streets. Once reaching Manzanita

Road, cyclists and walkers would disperse in various directions, also resulting in levels at any one location that do not warrant improvements. As such, the Transportation Analysis concludes that with construction of the proposed sidewalks/MUPs, bicycle and pedestrian conditions would be adequate to support the proposed project. Less than significant impacts to pedestrian and bicycle facilities would occur in this regard.

Transit Facilities

With regards to transit facilities, the Eastern Sierra Transit Authority provides transit services to the Town. All routes within the Town are free, and services vary by season. Specificity, the Purple Line provide local service on a year-round basis, with the closest stop to the project site located along Old Mammoth Road between Tavern Road and Main Street. Town Trolley provides services to the Town during summer, and the closest stops to the project site located along Main Street near the United States Postal Service, and near the Forest Trail intersection to the east. The Red Line provides transit service to the project site during winter, along Main Street, with the closet stops also located along Center Street near the Outlet Mall and Fun Shop. Overall, transit stops are available within a five-minute walk time from the project site.

According to the Transportation Analysis, considering the number of units, expected occupancy and variations in work schedules, an estimated maximum of 120 transit passengers would be generated by the proposed development in a peak hour during the peak seasons. The proposed project includes at least one bus stop pair, located on the west side of Center Street just north of Tavern Road, and on the north side of Tavern Road just east of Center Street. Buildout of the proposed project would generate additional transit ridership that would require an expansion of the existing transit service. As such, a condition of approval would be imposed on the project requiring the Town to amend the existing bus service for at least the winter season to accommodate the new bus stop proposed by the project. The specific routing and scheduling to this new bus stop would be evaluated as part of a comprehensive transit planning process in order to address how this amended service fits with other routes and community needs. The proposed bus stops and amended bus service would support the General Plan Policy M.12.1 and M.12.2 and help provide a convenient and efficient public transit system per General Plan Goal M.12.

Overall, the project proposes new sidewalks and/or MUPs, which would contribute to General Plan Goals M.9 and M.10, and a new bus stop, which would contribute to General Plan Goal M.12. As such, development of the proposed project would not result in any new specific effects or greater impacts in regard to transit, roadway, bicycle and pedestrian facilities than previously analyzed in the 2016 Update EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

This impact threshold was modified since the 2007 General Plan EIR and 2016 Update EIR were prepared, and corresponds to the analysis under *Issue 4.2-1* (page 4-35) of the 2007 General Plan EIR and page 4.2-19 of the 2016 Update EIR.

The 2007 General Plan included consideration of vehicle miles travelled (VMT) in Appendix F, *Traffic Study*. As stated on page 4-35 of the 2007 General Plan EIR, implementation of the 2005 General Plan Update would result in 128,270 VMT. According to the 2016 Update EIR, the 2016 Update under the existing roadway network would potentially result in development that could exceed the daily VMT cap in the Great Basin Unified Air Pollution Control District's *Air Quality Management Plan* (AQMP) for the Town of Mammoth Lakes and potentially result in emissions of PM_{10} that would cause an exceedance of the National Ambient Air Quality Standards (NAAQS). As such, the 2016 Update EIR adopted GPMM 4.2-1, which requires a VMT analysis for specific projects in those cases where the project would result in 500 daily vehicle trips for incorporation into the AQMP model; and GPMM 4.2-2, which may condition or restrict future development as necessary to manage Town-wide VMT at levels that ensure compliance with federal PM_{10} NAAQS. Further, Municipal Code Chapter 8.30, *Town Particulate Emissions Regulations*, requires the Town to include a limit of 179,708 VMT in its review of proposed development projects. The 2016 Update EIR concluded that compliance with adopted GPMMs 4.2-1 and 4.2-2 as well as Municipal Code Chapter 8.30 would reduce impacts in regard to VMT to less than significant levels.

In September 2013, Senate Bill 743 became effective, which identifies VMT as the most appropriate CEQA transportation metric for CEQA purposes. The Governor's Office of Planning and Research published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), dated December 2018, to provide advice and recommendations, which agencies and other entities may use at their discretion. Pursuant to CEQA Guidelines Section 15064.3(b)(3), the Technical Advisory identifies screening thresholds that may be utilized by lead agencies to screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. The Town recently adopted VMT screening thresholds (December 2020), which are utilized to evaluate the project's potential VMT impacts.

Screening Criteria: Provision of Affordable Housing

Land use projects that add affordable housing to infill locations generally improve jobs-housing match, in turn shortening commutes and reducing VMT. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency (i.e., the Town) to find a less than significant impact on VMT. Generally, a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations is presumed to have less than significant VMT impacts absent substantial evidence to the contrary. Lead agencies may develop their own presumption for residential project (or the residential component of a mixed-use development) containing a particular amount of affordable housing based on local circumstances and evidence. These projects are screened out from completing a VMT analysis based on the provision of certain percentage of affordable housing units. Further, any affordable residential units provided by a project may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

The project proposes approximately 400 to 580 residential units, all (100 percent) of which would be deed restricted for affordable workforce housing. Based on the Town's screening criteria, the project would result in a less than significant VMT impact and is screened out from further VMT analysis. Further, it is acknowledged that based on the Town's VMT Calculator, current average trip lengths for multifamily (mid-rise) residential uses average 21.9 miles.[22] The Town's VMT thresholds of significance for residential projects in the Town are a 15 percent reduction of the average trip length, which would be 18.6 miles. Given the project's 580 maximum dwelling units, the project would result in average trip lengths well below 10.0 miles (this is due to the project being an infill development project). As such, development of the proposed project would not result in significant impacts in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

This impact threshold was modified since the 2007 General Plan EIR and the 2016 Update EIR were prepared, and corresponds to the analysis under *Issue 4.13-4* (page 4-338) of the 2007 General Plan EIR and page 4.11-26 of the 2016 Update EIR.

The 2007 General Plan EIR determined that while the 2007 General Plan policies and measures do not specifically address design features for roads, Policy II.1.C.a.2 requires that as part of the project review process, conditions of approval and implementation of the development Impact Fee schedule, that new development would adequately mitigate its potential impact on public safety, which includes hazards due to a design feature or incompatible uses. Emergency providers would review any modifications to roadways to ensure that emergency service would not be impacted. Implementation of the Town design review requirements, along with the 2007 General Plan policies and implementation measures, would reduce impacts regarding hazards due to a design feature or incompatible uses to a less than significant level.

As part of the 2016 Update, the 2016 Update EIR acknowledge that increased density would increase traffic volume thus increasing sensitivity to poor roadway design and increase vehicle/pedestrian conflicts. However, the 2016 Update would incorporate policies and specific features that are intended to reduce roadway hazard resulting from a design feature or incompatible use. Specifically, the 2016 Update included General Plan Policy M.1.5 to reduce conflicts between vehicles and pedestrians through improved access, design, and management, including driveways, frontage roads, and turn lanes; General Plan Policy M.3.1 to encourage street design and traffic calming techniques that enhance residential neighborhoods and streets, improve public safety, maintain small-town character, and enhance resort design objectives; and General Plan Policy M.3.2 to facilitate

[22] Correspondence from Haislip Hayes, Town of Mammoth Lakes Public Works Director, on November 9, 2020.

implementation of traffic-calming techniques by encouraging development of public-private partnerships and pilot projects. Overall, the 2016 Update EIR concluded that implementation of the 2016 Update would address any new hazards associated with existing conditions and with potential growth, and impacts would be less than significant in this regard.

Development of the proposed project would result in an increase in density at the project site, which could result in a new specific affect as a result of increased hazards due to geometric design features or incompatible uses. As stated above, the project proposes sidewalks and/or MUPs within the project site and in the immediate vicinity, which would improve circulation in the area. According to the Transportation Analysis, two serious incidents, resulting in injury or fatality, occurred over a 10 year period (2009 through 2018) within the vicinity of the site. The Transportation Analysis concluded that the incidents do not indicate a substantial bicycle/pedestrian safety issue in the site vicinity. Further, it is acknowledged that the project proposes to sign a "Do Not Block" pavement box or other appropriate traffic control device or management tool at the intersection of Center Street and project frontage, which is also a condition of approval on the project. Based on the Transportation Analysis, this project feature incorporated as part of the proposed project would not result in significant safety affects pertaining to transportation design. Further, that the Transportation Analysis determined that proposed site access roadways would function adequately with one travel lane in each direction. Overall, the project's impacts in regard to hazards would be less than significant.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Result in inadequate emergency access?

The 2007 General Plan EIR determined that with the various policies and measures regarding emergency access and the Town's EOP (2017), development associated with the 2007 General Plan would result in less than significant impacts with regard to emergency access (page 4-341 through 4-342 of the 2007 General Plan EIR).

According to the 2016 Update EIR, provisions within the General Plan and the 2016 Update (including the General Plan Goal S.4, Policy S.4.A, Policy M.1.4, and Action M1.4.1) would encourage coordination with MLFPD and MLPD to maintain emergency access for development, including roads and utility lines. Further, site plans for future development within the Town would be reviewed by the MLFPD for adequate emergency access. During operation, adherence to the Town's egress and ingress requirements for emergency access would ensure that site-specific emergency access would be adequate. In addition, the implementation of the 2016 Update would result in new roadway extensions and connections. These new roadway extensions and improved connectivity under the 2016 Update would not cause additional impediment and would, potentially, facilitate emergency access during operation. Therefore, the 2016 Update EIR concludes that with the implementation of General Plan and Mobility Element Update (part of the 2016 Update) policies, impacts with respect to emergency access would be less than significant.

As stated above, the project proposes a circulation network to facilitate movement through the project site. All parking accesses/drive aisles within the project site would be required to provide a 20 to 26 foot wide fire access lane, depending on building height. Subsequent Major Design Review Application for development may include a memorandum from a qualified traffic engineer to address adequate traffic calming and to confirm, revise, or create roadway speed limits based on trips generated, which would be subject to approval by the Town's Public Works Director. While temporary lane closures may be required during project construction, travel along surrounding roadways would remain open and would not interfere with emergency vehicle access in the site vicinity. In addition, the project would be required to comply with applicable MLFPD codes for emergency vehicle access. All appropriate fire and emergency access conditions would be incorporated into the design of the project and would be reviewed by the Town and MLFPD prior to the issuance of grading permit(s). As such, the project's impacts would be less than significant in this regard and would not be greater than that previously analyzed in the 2016 Update EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.18 TRIBAL CULTURAL RESOURCES

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources. Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines. As the 2016 Update EIR was prepared prior to adaptation of these amendments, consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6 was not addressed within the 2016 Update EIR.

It is acknowledged that as part of the 2016 Update process, the Town commissioned a Sacred Lands File (SLF) search and Native American contact list request for the Town's Planning Area through the

California Native American Heritage Commission (NAHC) on June 23, 2015 and conducted follow-up consultation by letter with Native American groups and/or individuals identified by the NAHC as having affiliation with the project vicinity. Each Native American group and/or individual listed was sent a project notification letter and map and was asked to convey any knowledge regarding prehistoric or Native American resources (archaeological sites, sacred lands, or artifacts) located within the project or surrounding vicinity. The letter included information such as the project location and a brief description of the proposed project. Results of the SLF search and follow-up consultation would provide information as to the nature and location of additional prehistoric or Native American resources to be incorporated in the impact analysis whose records may not be available at the EIC.

Pursuant to NAHC suggested procedure and in compliance with Senate Bill 18, the Town sent follow up letters via certified mail on August 26, 2015 to the nine (9) Native American individuals and organizations identified by the NAHC as being affiliated with the vicinity of the Town's Planning Area to request any additional information or concerns they may have about Native American cultural resources that may be affected by the proposed project.

At the time of publication of the 2016 Update EIR, the Town received no responses from the Native American community.

This section corresponds with 2016 Update EIR Section 4.5, *Cultural Resources*.

a) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

i) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or***

As detailed in Section 3.5, *Cultural Resources*, no historic resources listed or eligible for listing in a State or local register of historic resources as defined in subdivision (k) of Section 5020.1 are located on the project site; refer to Appendix D. As such, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur, and implementation of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2016 Update EIR.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As stated above, the proposed project would not be subjected to the AB 52 consultation process. Implementation of the proposed project would not result in any new specific effects or greater impacts than previously analyzed in the 2016 Update EIR. The 2016 Update EIR included requests for Native American tribal consultations for the purposes of Senate Bill 18. At this time, the Town received no responses from these nine (9) Native American individuals and organizations identified by the NAHC as being affiliated with the vicinity of the Town's Planning Area. Notwithstanding, the 2007 General Plan EIR included Mitigation Measures 4.14-4 through 4.14-6 to reduce potential impacts associated with previously undiscovered archaeological resources, which were also applied to the 2016 Update EIR.

As discussed in Section 3.5, *Cultural Resources*, the 2020 Cultural Resources Memo identified 17 prehistoric archaeological sites and three isolated prehistoric artifacts within 0.5-mile of the project site. The project location was subject to a cultural resource assessment in 2007 (2007 Cultural Assessment), during which a previously recorded prehistoric archaeological site CA-MNO-714 was found on-site and was evaluated for eligibility for listing in the National Register of Historic Places (NRHP).[23] CA-MNO-714 is a lithic scatter with ten bedrock milling features previously evaluated in the 1980s. According to the 2007 Cultural Assessment, CA-MNO-714 has been previously excavated on several occasions between 1975 and 1986. Although not identical, eligible criteria for the California Register of Historic Resources (CRHR) are similar enough to those of the NRHP. As such, the 2007 Cultural Assessment concluded that the CA-MNO-714 site is not NRHP or CRHR-eligible and mitigation is not mandated. The 2020 Cultural Resources Memo confirmed these findings. Nonetheless, similar to those impacts disclosed in the 2007 General Plan EIR and 2016 Update EIR, there is a potential for grading in native soils to uncover unknown tribal cultural resources. The proposed site disturbance activities would be subject to the previously approved Mitigation Measures 4.14-4 through 4.14-6, which would reduce project impacts to previously undiscovered archeological resources, including other unknown resources associated with CA-MNO-714, if any. With implementation of the recommended Mitigation Measures, potential project impacts to unknown TCRs would be reduced to less than significant levels. As such, development of the proposed project would not result in new significant affects.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Refer to Mitigation Measures 4.14-4, 1.14-5, and 4.14-6.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

[23] BonTerra Consulting, *Draft Cultural Resources Assessment Report for the Hidden Creek Crossing Project Town of Mammoth Lakes, Mono County, California*, October 17, 2007.

3.19 UTILITIES AND SERVICE SYSTEMS

This section corresponds with 2007 General Plan EIR Section 4.11, *Public Utilities*.

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

This impact threshold was modified since the 2007 General Plan EIR was prepared and corresponds to the analysis from pages 4-287, 4-288, 4-291 through 4-294 of the 2007 General Plan EIR.

Water

Water supply and wastewater treatment for the Town are provided by the Mammoth Community Water District (MCWD). The 2007 General Plan EIR, pages 4-273 through 4-286, states that with the inclusion of future water supplies, demand reduction measures, and implementation of the water shortage contingency plan, the projected water demand from buildout of the 2007 General Plan would not exceed the water supply. However, due to the uncertainty of the timing of implementation of the measures, the EIR concludes that the 2007 General Plan would have a significant impact on water supply. Mitigation Measure 4.11-1, which would ensure the existence of water supply prior to development, would reduce the impact to a less than significant level.

Further, the General Plan buildout assumptions were updated in the 2016 Update EIR (refer to Table 2-4, *Buildout Analysis*). Although the 2016 Update would result in a more concentrated growth pattern in the Town's commercial district, the 2016 Update EIR concluded that the less than significant impacts to water facilities would occur with implementation of mitigation measures and policies from the General Plan, payment pursuant to applicable DIF programs, plan check of service line upgrades associated with site-specific developments, and compliance with the MCWD and Water Service Code (MCWD Water Code), which establishes regulations for the design, construction, alteration, use, and maintenance of public water mains, distribution systems, reservoirs, booster pump stations, pressure reducing stations, connections an services, and all system appurtenances (2016 Update EIR pages 4.12-17 and 4.12-18).

The proposed project would include the development of approximately 400 to 580 residential units, thus introducing approximately 108 net new units to the project site; refer to Section 1.5. The project would increase the water utility demand incrementally, resulting in a new specific affect. As such, the project would be required to comply with Mitigation Measure 4.11-1, and would be subject to applicable DIF programs, plan check of service line upgrades associated with site-specific developments, and MCWD Water Code requirements for constructions of new or upgrade water facilities.

It is acknowledged that the MCWD updated the Urban Water Management Plan (*2015 Urban Water Management Plan* [2015 UWMP] dated January 2017), which the conclusions and recommendations

determine key aspects of long-term capital investment by the MCWD for water supply and treatment, and influence future land use planning and development levels within the Town, to the extent these are influenced by the practical and regulatory requirements linking water supply reliability and land use decisions. The 2015 UWMP's planning horizon is 20 years, through 2035 (which considers buildout of the Town's General Plan). This 20-year timeline was used as the approximate horizon for buildout of the Town. The 2015 UWMP has been prepared to comply with California Water Code, Section 10610 - 10657, the Urban Water Management Planning Act (UWMPA, or Act), and the Water Conservation Bill of 2009. Based on the conclusions of the 2015 UWMP (page 7-5), based on the historical record, MCWD has adequate water supply to meet community needs under the full range of water year types, including both the Severe One-year and Multiple-year droughts. During the intermediate planning horizons and through 2035 (Town buildout), the combined use of Mammoth Creek surface water, local groundwater, and recycled water results in a supply mix that can reliably meet the community needs under the full range of water year types (page 7-5).

Notwithstanding, the project proposes a net increase of up to 108 new units. Based on correspondence conducted between Town staff and the MCWD, the MCWD has confirmed that water supply is available to serve the proposed project; refer to Appendix I, *Will Serve Letter*. Further, per the existing General Plan policies, the following implementation measures form the 2005 General Plan Update would apply to the proposed project:

I.7.A.a.2: The Town shall use drought tolerant landscaping and water efficient irrigation practices for all town maintained landscaped areas, new parks, and park improvements projects where feasible.

I.7.A.a.3: The Town shall work collaboratively with Lahontan Regional Water Control Board, Mammoth Community Water District and other interested stakeholders to determine the feasibility of utilizing domestic gray water for landscape irrigation purposes. If it is determined that the use of domestic gray water for landscape irrigation does not pose a threat to the community and its environmental resources, the Town shall develop the criteria to allow and encourage its safe and efficient use for golf courses, parks, town maintained landscaped areas and any other appropriate use.

I.7.A.a.4: New development will use native and compatible non-native plant species, especially drought resistant species, to the extent possible when fulfilling landscaping requirements. Use of turf shall be limited to avoid or minimize adverse impacts on native trees.

II.1.C.a.2: As part of the project review process, conditions of approval and implementation of the Development Impact Fee schedule, the Town shall require that new development adequately mitigates its impact on: fire protection, public safety, workforce housing availability, road capacity, and pedestrian connectivity.

As such, the projects net increased demands of water infrastructure would remain less than significant with compliance with the existing Town policies and regulations.

Wastewater

Page 4-286 of the 2007 General Plan EIR states that with the projected wastewater flow demands for the project estimated to be an average of 2.6 mgd with peak daily flows of 4.3 and the design capacity of the wastewater treatment plant at 4.9 mgd, the MCWD's treatment process would continue to meet the effluent limitations and treatment policies set forth by the Lahontan Regional Water Quality Control Board. Further, the 2007 General Plan EIR, page 4-287, states that the population increase and structural development associated with the 2007 General Plan would increase the quantity of wastewater generated and associated requirements for collection, treatment, and disposal. The existing treatment facility has a capacity for 4.9 mgd. Revised wastewater collection values provided by MCWD based on the estimated peak population under the 2007 General Plan (60,700) are estimated to be 2.6 mgd (average) and 4.3 mgd (maximum). The estimated maximum quantity of wastewater requiring treatment would not exceed the capacity of the treatment facility. Therefore, the 2007 General Plan EIR concluded that the project would have a less than significant impact and no mitigation measures are necessary.

The 2016 Update EIR, considered updated buildout assumptions of the Town's 2016 General Plan land use assumptions, which included the project site for buildout considerations. As part of this analysis, the increase in population upon implementation of the 2016 Update would increase demand on sewer lines in Main Street and Old Mammoth Road, which has the potential to exceed the capacity of the existing lines serving the Town's commercial districts. Nevertheless, the 2016 Update EIR concluded that impacts to wastewater facilities would be minimized with implementation of State-mandated water reduction measures (which would reduce wastewater generation), efficiency standards, and compliance with the MCWD's Sanitary Sewer Code. Specifically, Sanitary Sewer Code Section 5.03.G and H require the Applicant of any new development to obtain a letter of sewer availability to ensure that a sewer permit is obtained prior to construction of any improvements. Further, the 2016 Update EIR includes Mitigation Measure MM WW-1, which requires project Applicant to upgrade lines specifically impacted by a project. As such, the 2016 Update EIR concluded that the less than significant impacts to waste facilities would occur with implementation of Mitigation Measure MM WW-1.

As discussed in Section 1.7, the project proposes 16 to 23 dwelling units per acre (gross) (or 400 to 580 residential units) and an increase in population of up to 2,013 persons. Based on these and the Town's buildout model assumptions, the proposed project could result in a net increase of up to 108 units and an increase of up to 375 persons at the project site, compared to the General Plan and 2016 Update buildout assumptions. This increase would add to the demand placed on wastewater utilities, resulting in new specific affects. Based on correspondence conducted between Town staff and the MCWD, the MCWD has confirmed that sewer service is available to serve the proposed project; refer to Appendix I. The project would be required to comply with State-mandated water reduction measures, efficiency standards, and the MCWD's Sanitary Sewer Code. Further, the project would be required to comply with the following existing Town policies/implementation measures from the 2007 Update EIR:

II.1.C.a: Ensure that new development densities do not exceed the capacity of public service infrastructure and utility systems. Require new development to upgrade or fund facilities to meet increased demand or require reduced density or project

redesign for any project that would result in deterioration of service levels or cause available capacity to be exceeded if capacity expansion is infeasible.

II.1.C.a.1: The Town shall ensure service providers are involved in development review process.

With compliance with all existing policies and regulations, including the Sanitary Sewer Code would ensure that the projects net increased demands of wastewater infrastructure would remain less than significant.

Stormwater

The 2007 General Plan EIR page 4-167 states that implementation of the Town's Storm Drain Master Plan (SDMP) would result in the construction of necessary storm drain infrastructure to support buildout of the General Plan. All future construction would be subject to compliance with all applicable Federal, State, and local water quality and waste discharge requirements, including the NPDES Program. In addition, the 2007 General Plan includes implementation measures created to minimize runoff water such that the capacity of existing or planned stormwater drainage systems would not be exceeded, nor would there be substantial additional sources of polluted runoff from new development. The 2007 General Plan EIR concluded that implementation of these measures in the 2007 General Plan would serve to prevent runoff water from exceeding the capacities of the existing and planned capacities of the stormwater drainage systems and prevent polluted runoff. With these measures and compliance with Federal, State, and local design and construction requirements, storm drainage capacities would be maintained and substantial additional sources of polluted runoff would not occur.

The proposed project would include the development of approximately 400 to 580 residential units, thus introducing additional residents to the project site. As development intensity is increased, a potential increase in impervious surfaces could result in increased demand for stormwater infrastructure. The project would be subject to Development Impact Fees for necessary drainage facilities (established by Municipal Code Section 15.16.082). With compliance with all existing standards and regulations, less than significant impacts would occur in this regard.

Electric Power, Natural Gas, and Telecommunications

Southern California Edison (SCE) provides electrical services to the Town. The Town is not serviced by a natural gas pipeline, instead, propane is commonly used in Mammoth Lakes to fuel furnaces, water heaters, and stoves, and AmeriGas and Eastern Sierra Propane both provide propane to the Town. Based on the findings made on page 4-291 through 4-294, there are sufficient energy and communication facilities to accommodate the projected growth that would occur under the 2007 General Plan. In addition, the Town has adopted by Resolution No. 04-77, Renewable Energy Policies, for the Town, which are supportive of energy conservation, renewable energy resources, and community education and outreach. These policies are mirrored in the 2007 General Plan. Therefore, the 2007 General Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered energy or communication facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service.

It is acknowledged that the 2016 Update EIR considered buildout of the 2016 General Plan Update. As detailed on the 2016 Update EIR page 6-6, the 2016 Update is estimated to have an electricity demand of approximately 4.7 million kilo-watt hours (kWh), representing a nominal amount (approximately 0.005 percent) of SCE network electric sales for 2013. The 2016 Update also estimated a natural gas demand of approximately 1.9 million kilo British thermal units (kBtu) per year, a demand that could be met with an additional 52 new propane tanks. Overall, the 2016 Update EIR concluded that the 2016 Update would not result in a substantial increase in demand for electricity or natural gas, and impacts in this regard would be less than significant.

Additionally, according to the 2007 General Plan EIR, SCE would be able to supply enough electricity to accommodate the needs of the region at anticipated buildout of the General Plan that was approved in 2007.

As stated previously, the proposed residential development was considered in the 2016 Update EIR. The proposed project would include the development of approximately 400 to 580 residential units, thus introducing additional residents to the project area, with a net increase of approximately 108 units, which would be a new specific affect. The project would be required to comply with the Renewable Energy Resources Program (Public Resources Code Sections 25740 through 25751), which consists of funding and regulations for the implementation of increase renewable energy use, and the California Public Utilities Code Division 1, Part 1 (Public Utilities Act), Chapter 2.3, Article 16, which outlines the procedures for attainment of 20 percent renewable energy through the California Renewables Portfolio Standard Program. With the anticipated transition to renewable energy, the demand for (currently nonrenewable) electricity and natural gas as a result of the proposed project is not anticipated result in the relocation or construction of new or expanded electric power or natural gas facilities. Further, the 108 net new units is not anticipated to require the construction or expansion of communication facilities such that a significant environmental effect would result. As such, no new significant affects would result with compliance with the Town's existing regulations.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Previously certified environmental documents include mitigation measures to reduce potential impacts associated with implementation of the General Plan.

4.11-1 The Town shall not approve new development applications that would result in a water demand in excess of available supplies as determined by the MCWD. The Town shall work with MCWD to ensure that land use approvals are phased so that the development of necessary water supply sources is established prior to development approvals. (2007 General Plan EIR Mitigation Measure 4.11-1)

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Adopted Mitigation Measures.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

This impact threshold was modified since the 2007 General Plan was prepared and corresponds to the analysis on pages 4-273 through 4-286 of the 2007 General Plan EIR.

As discussed on page 4-273 of the 2007 General Plan EIR, the MCWD prepared a Water Assessment for the project described in the previously circulated Draft Program EIR and an Amendment to the Water Assessment to assess the water demands of the project through the year 2020 as required by SB 610. The District adopted an updated UWMP in December 2005, which includes projects through 2025. According to the 2007 General Plan EIR, MCWD concluded that water supply may not be sufficient to serve the growth. While MCWD is pursing various courses to reduce demand (i.e., water audits, education, retrofits, water main replacement program to replace leaking pipes, mandatory prohibitions, etc.) and increase supply (i.e., groundwater supplies from Mammoth Basin watershed or Dry Creek watershed, and recycled water from MCWD's wastewater collection and treatment system) for the region, the water supply remained uncertain. Specifically, as shown on Table 4.11-9 of the 2007 General Plan, the future water supply with supply reduction measures and future water supply development at buildout, a surplus of 182 acre-feet is anticipated in a single dry water year. Nevertheless, due to the uncertainly of the timing of implementation of the water reduction measure, the 2007 General Plan EIR included Mitigation Measure 4.11-1, which would require the Town to ensure the existence of water supply prior to development. The 2007 General Plan EIR subsequently concluded that with implementation of Mitigation Measure 4.11-1, impacts in this regard would be reduced to less than significant levels.

As indicated on the Further, as part of the 2016 Update EIR water supply for buildout of the updated General Plan in 2016 was considered. The 2016 Update EIR Table 4.12-6, *Water Supply by Source for Planning Scenarios at Town Buildout*, the MCWD has adequate water supply to meet community needs under the full range of water year types, including both the severe one year and sustained multi-year droughts under 2010 conditions. Table 4.12-7, *Projected Water Demand at 2030 Buildout - Land Use Element/Zoning Code Amendments* of the 2016 Update EIR indicated that the maximum water demand of the 2016 Update would not exceed the MCWD's maximum supply or entitlement. Accordingly, adequate supply from the MCWD is anticipated to provide for the proposed project. As such, the 2016 Update EIR concluded that the less than significant impacts to water facilities would occur with implementation of mitigation measures (Mitigation Measure 4.11-1) and policies from the General Plan, payment pursuant to applicable DIF programs, plan check of service line upgrades associated with site-specific developments, and compliance with the MCWD and Water Service Code (MCWD Water Code), which establishes regulations for the design, construction, alteration, use, and maintenance of public water mains, distribution systems, reservoirs, booster pump stations, pressure reducing stations, connections an services, and all system appurtenances. Specifically, Mitigation Measure 4.11-1 is modeled after the aforementioned Mitigation Measure 4.11-1 from the 2007 General Plan EIR, and would require the Town to ensure that land use approvals are phased so that development of necessary water supply is established prior to new development approvals.

As discussed in Section 3.19(a) Water above, 2015 UWMP (page 7-5) determined that the MCWD has adequate water supply to meet community needs under the full range of water year types, including both the Severe One-year and Multiple-year droughts. During the intermediate planning horizons and through 2035 (Town buildout), the combined use of Mammoth Creek surface water, local groundwater, and recycled water results in a supply mix that can reliably meet the community needs under the full range of water year types (page 7-5).

Notwithstanding, the project proposes a net increase of up to 108 new units. Based on correspondence conducted between Town staff and the MCWD, the MCWD has confirmed that water supply is available to serve the proposed project; refer to Appendix I. Further, per the existing General Plan policies I.7.A.a.2, I.7.A.a.3, I.7.A.a.4, and II.1.C.a.2, discussed above, would apply to the proposed project. As such, the projects net increased water demands on the MCWD's water supply would remain less than significant with compliance with the existing Town policies and regulations as well as the previously adopted Mitigation Measure 4.11-1.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Refer to Mitigation Measure 4.11-1.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Approved Mitigation Measures.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As discussed on 2007 General Plan EIR page 4-288, the capacity of wastewater collection and transfer systems could be strained as a result of increased use related to permanent and transient population growth under the 2007 General Plan. However, estimates derived from the MCWD 2000 Urban Water Master Plan found that the maximum quantity of wastewater requiring treatment would not exceed the capacity of the treatment facility. The 2007 General Plan EIR goes on to state that the MCWD uses a wastewater model of the collection system to identify needed improvements on a project-by-project basis and as developers are conditioned to implement such improvements prior to obtaining necessary connections into the existing system. As such, with compliance with existing regulatory requirements, impacts were determined to be less than significant.

The project proposes a net increase of up to 108 new units. With compliance with all existing policies and regulations, including the Sanitary Sewer Code, would ensure that the projects net increased wastewater generation would not result in significant impacts to wastewater treatment compared to what was analyzed in the 2007 General Plan EIR. Impacts would be less than significant in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

This impact threshold was modified since the 2007 General Plan was prepared and corresponds to the analysis on page 4-289 through 4-291of the 2007 General Plan EIR.

The 2007 General Plan EIR determined that with the existing capacity in the Benton Crossing Landfill as well as the option for disposal for five years at the Pumice Valley Landfill, there is adequate landfill capacity for the population that would occur as a result of buildout of the 2007 General Plan. In addition, the 2007 General Plan includes measures to reduce waste and increase recycling in the Town. Therefore, the 2007 General Plan would not result in the construction of a new landfill or expansion of existing facilities to accommodate the project's solid waste disposal needs. The 2007 General Plan EIR page 4-290 states that the Town would continue to operate the waste collection and recycling program in accordance with the IWMA. The Town is expanding its recycling capacity to achieve the State mandated 50 percent diversion rate. The 2007 General Plan included measures to ensure compliance with the applicable Federal, State, and local statues and regulations related to solid waste:

I.1.D.a.1: The Town shall support programs to recycle paper, cardboard, glass, metal, plastics, motor oil, and to compost or generate energy from tree prunings, brush, and other vegetation.

I.1.D.a.2: The Town shall institute a program to achieve maximum recycling of waste products generated by the community to prolong the useful likfe of the landfill.

I.1.D.a.3: The Town shall develop effective and efficient recycling programs for multi-family developments and businesses.

I.1.D.a.4: The Town shall provide recycling programs and containers at town failityies, projects, and programs to the extent feasible.

With the Town's existing waste collection and recycling program and the policies identified above regarding waste reduction, the 2007 General Plan would comply with applicable Federal, State, and local statues and regulations related to solid waste.

The 2016 Update EIR reconsidered buildout of the General Plan, including the 2016 land use buildout assumptions. As part of this analysis, the 2016 Update EIR determined that there is still adequate landfill capacity at the Benton Crossing Landfill to accommodate the solid waste generation and disposal needs for the 2016 Update. All future development in the Town would also be subject to compliance with the Town's Source Reduction and Recycling Element (SRRE) for solid waste reduction as well as Assembly Bills 939 and 341, which require measures to enhance recycling and source reduction efforts and expand opportunities for additional recycling services and recycling manufacturing facilities. As such, the 2016 Update EIR concluded that impacts in this regard would be less than significant.

The proposed project could result in a net increase of up to 108 units at the project site, compared to the buildout assumptions considered in the General Plan and 2016 Update. This new specific affect could increase the demand for waste collection services. The proposed project would also be required to comply with the SRRE (providing efficient recycling programs and recycling containers throughout

the community) and Assembly Bills 939 and 341. As such, compliance with the Town's existing policies and programs would ensure that these increased impacts are less than significant.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

This impact threshold was modified since the 2007 General Plan was prepared and corresponds to the analysis on page 4-290 through 4-291 of the 2007 General Plan EIR.

Refer to Response 3.19(e). The project would be required to comply with existing regulations, including the SRRE and Assembly Bills 939 and 341. As such, compliance with the Town's existing policies and programs would ensure that these increased impacts are less than significant.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact.

3.20 WILDFIRE

This section corresponds with 2007 General Plan EIR Section 4.5, *Public Safety and Hazards*.

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

This impact threshold was not included in the CEQA Guidelines at the time the 2007 General Plan EIR was prepared, but, nonetheless, was included in the environmental analysis in other topic areas. This discussion corresponds to the analysis on page 4-140 through 4-143 of the 2007 General Plan EIR.

The 2007 General Plan EIR found that the General Plan includes various measures to address the risk of exposure from wildland fires. Assuming agencies with jurisdiction over surrounding areas susceptible to wildland fires (i.e., USFS, Inyo National Forest, etc.) effectively manage fuel sources, the risk of exposure of fires would be reduced to a less than significant level. However, portions of

the surrounding areas outside of the Town's jurisdiction are located within very high wildland fire hazard areas. Wildland fires could potentially spread to the Town if appropriate fire control planning and response measures are not undertaken by other agencies. Given that implementation of measures to reduce the impact are not under the control of the Town, the potential impact is considered to be significant and unavoidable.

Although areas surrounding the Town's municipal boundaries (which were considered as part of the 2007 General Plan) are located in State responsibility areas and near a very high fire hazard zone, the project site is not specifically located within or adjacent to a State responsibility area or a Very High Fire Hazard Severity Zone.[24] The nearest Very High Fire Hazard Severity Zone in both a local response area and a State response area from the project site is located greater than one mile from the project site. As such, the proposed project would not result in a greater impact than previously analyzed in the 2007 General Plan EIR and no impacts would occur in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Refer to Response 3.20(a). No impact would occur.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Refer to Response 3.20(a). No impact would occur.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

[24] California Department of Forestry and Fire Resources, *Mammoth Lakes Fire Hazard Severity Zones in LRA*, September 17, 2007.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Refer to Response 3.20(a). As the project site is not specifically located within or adjacent to a local or State responsibility area zoned as a Very High Fire Hazard Severity Zone[25], no impact would occur in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: No Previously Certified Mitigation Measures Are Applicable to This Topical Area.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: No Impact.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Infill Environmental Checklist, the setting, design, impacts, and mitigation measures identified for the 2007 General Plan EIR would not be substantially changed for this project. New circumstances or new information, including any new or revised environmental laws, regulations, or policies have not modified the impacts of the proposed project compared to that analyzed in the 2007 General Plan EIR.

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The project does not have the potential to degrade the environment, reduce the habitat of a fish or wildlife species, threaten plant or animal communities, reduce or restrict endangered plant or animal species, or eliminate important examples of major periods of California history or prehistory with 2007 General Plan EIR and 2016 Update EIR mitigation measures incorporated; refer to Section 3.4, Section 3.5, *Cultural Resources*, and Section 3.7, *Geology and Soils*. As such, the proposed project would not result in impacts beyond those identified in the 2007 General Plan EIR in this regard.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Refer to the mitigation measures identified above.

[25] Ibid.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Adopted Mitigation Measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Given the nature and scope of the proposed project, and in consideration of the mitigation measures included in the 2007 General Plan EIR and the 2016 Update EIR, the project would not involve impacts that are cumulatively considerable.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Refer to the mitigation measures identified above.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Adopted Mitigation Measures.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Construction-related activities are anticipated to have some relatively minor, temporary impacts which can be mitigated with implementation of measures included in the 2007 General Plan EIR or the 2016 Update EIR. Additionally, potential long-term (operational) impacts would similarly be reduced to less than significant levels through implementation of required 2016 Update EIR and the 2007 General Plan EIR mitigation measures. Thus, the proposed project would not involve environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly.

Applicable Mitigation Measures From Previously Certified Environmental Documents: Refer to the mitigation measures identified above.

New Mitigation Measures: No New Mitigation Measures Are Required.

Level of Significance: Less Than Significant Impact With Previously Adopted Mitigation Measures.

4.0 REFERENCES

The following references were utilized for the preparation of this Infill Environmental Checklist:

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California Department of Forestry and Fire Resources, *Mammoth Lakes Fire Hazard Severity Zones in LRA*, https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/, September 17, 2007.

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Rincon Consultants, Inc., *Cultural Resources Technical Memorandum for the Parcel Project, Town of Mammoth Lakes, Mono County, California*, October 16, 2020.

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Town of Mammoth Lakes, *Town of Mammoth Lakes Emergency Operations Plan,* August 16, 2017.

Town of Mammoth Lakes, *Town of Mammoth Lakes General Plan 2007*, August 15, 2007.

Town of Mammoth Lakes, *Town of Mammoth Lakes General Plan Land Use Element/Zoning Code Amendments and Mobility Element Update Draft Environmental Impact Report*, June 2016.

Wallace Roberts & Todd, Inc., *Town of Mammoth Lakes Parks and Recreation Master Plan*, February 1, 2012.

Appendix A
Infill Environmental Checklist

The following Modified Initial Study Checklist is based on the California Environmental Quality Act (CEQA) Appendix N Infill Environmental Checklist Form. It is modified to evaluate the proposed project changes for which an environmental impact report has previously been completed to assist in the determination of the need for supplemental environmental documents, in this case, a Supplemental Negative Declaration, Mitigated Negative Declaration, or EIR document or if the project is exempt from CEQA. For purposes of this study, references to "the project" in the left-hand column questions refer to the proposed modifications (proposed project) as compared to the General Plan and 2016 Update evaluated in the 2007 General Plan EIR and 2016 Update EIR.

The first four columns to the right of the modified checklist questions identify whether the proposed project modifications would result in new impacts, and if so whether these impacts would be less than significant, less than significant with mitigation from the 2007 General Plan EIR and 2016 Update EIR incorporated, or potentially significant.

The fifth column asks whether the impacts associated with proposed project, if any, were sufficiently disclosed in the previous environmental documents.

Finally, the last column indicates whether or not a Supplemental Document is needed. A Supplemental Document would be needed if there were new significant unmitigated or substantially more severe impacts, which would result from the proposed project and which were not sufficiently disclosed in the previous environmental document or with implementation of regulations or Town policy.

INFILL ENVIRONMENTAL CHECKLIST

	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:						
a) Have a substantial adverse effect on a scenic vista?		X			YES	NO
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		YES	NO
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?		X			YES	NO
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		X			YES	NO
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X				YES	NO
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	X				YES	NO
c) Conflict with existing zoning for, or cause rezoning, of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?		X			YES	NO
d) Result in the loss of forest land or conversion of forest land to non-forest use?		X			YES	NO
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	X				YES	NO
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?		X				

INFILL ENVIRONMENTAL CHECKLIST

	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X				
c) Expose sensitive receptors to substantial pollutant concentrations?		X				
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		X				
IV. BIOLOGICAL RESOURCES. Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X			YES	NO
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X			YES	NO
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X			YES	NO
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			YES	NO
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X			YES	NO
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	X				YES	NO
V. CULTURAL RESOURCES. Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	X				YES	NO
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X		YES	NO
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X		YES	NO

INFILL ENVIRONMENTAL CHECKLIST

	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
VI. ENERGY. Would the project:						
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		X			NO	NO
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?		X			NO	NO
VII. GEOLOGY AND SOILS. Would the project:						
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X				YES	NO
ii) Strong seismic ground shaking?		X			YES	NO
iii) Seismic-related ground failure, including liquefaction?		X			YES	NO
iv) Landslides?		X			YES	NO
b) Result in substantial soil erosion or the loss of topsoil?		X			YES	NO
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X			YES	NO
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		X			YES	NO
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	X				YES	NO
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			YES	NO
VIII. GREENHOUSE GAS EMISSIONS. Would the project:						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X			YES	NO

INFILL ENVIRONMENTAL CHECKLIST						
	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X			YES	NO
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X			YES	NO
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X			YES	NO
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X			YES	NO
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X				NO	NO
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	X				YES	NO
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X			YES	NO
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?		X			YES	NO
X. HYDROLOGY AND WATER QUALITY. Would the project:						
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		X			YES	NO
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		X			NO	NO
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:						
i) Result in substantial erosion or siltation on- or off-site?		X			YES	NO

INFILL ENVIRONMENTAL CHECKLIST

	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?		X			YES	NO
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X			YES	NO
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	X				YES	NO
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		X			NO	NO
XI. LAND USE AND PLANNING. Would the project:						
a) Physically divide an established community?		X			YES	NO
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		X			YES	NO
XII. MINERAL RESOURCES. Would the project:						
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?		X			YES	NO
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?		X			YES	NO
XIII. NOISE. Would the project result in:						
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		YES	NO
b) Generation of excessive groundborne vibration or groundborne noise levels?		X			YES	NO
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	X				YES	NO
XIV. POPULATION AND HOUSING. Would the project:						
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for		X			YES	NO

INFILL ENVIRONMENTAL CHECKLIST

	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
example, through extension of roads or other infrastructure)?						
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	X				YES	NO
XV. PUBLIC SERVICES.						
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
i) Fire protection?		X			YES	NO
ii) Police protection?		X			YES	NO
iii) Schools?		X			YES	NO
iv) Parks?		X			YES	NO
v) Other public facilities?		X			YES	NO
XVI. RECREATION						
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		X			YES	NO
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?		X			YES	NO
XVII. TRANSPORTATION. Would the project:						
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		X			YES	NO
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, Subdivision(b)?		X			YES	NO
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X			YES	NO
d) Result in inadequate emergency access?		X			YES	NO
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:						

INFILL ENVIRONMENTAL CHECKLIST

	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	X				YES	NO
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	X				YES	NO
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:						
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		YES	NO
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X		YES	NO
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X			YES	NO
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		X			YES	NO
e) Comply with Federal, state, and local management and reduction statutes and regulations related to solid waste?		X			YES	NO
XX. WILDFIRE. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:						
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	X				NO	NO
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	X				NO	NO
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that	X				NO	NO

INFILL ENVIRONMENTAL CHECKLIST						
	New Impacts of Proposed Project				Certified EIR	
	No Impact	Less Than Significant Impact	Less Than Significant With 2007/2016 Mitigation	Potentially Significant Impact	Impacts Disclosed?	Subsequent or Supplemental Documentation Required?
may result in temporary or ongoing impacts to the environment?						
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	X				NO	NO
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.						
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		YES	NO
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X		YES	NO
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		YES	NO

Appendix B
Air Quality, Energy, and Greenhouse Gas Data

The Parcel Project - Mammoth Lakes - Construction Phase 1-3

Great Basin UAPCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.50	Space	0.11	5,000.00	0
Enclosed Parking Structure	317.50	Space	2.86	127,000.00	0
City Park	0.25	Acre	0.25	10,890.00	0
Apartments Low Rise	290.00	Dwelling Unit	9.29	232,100.00	1007

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction Emissions Only. Due to CalEEMod limitations, construction emissions are modeled in two runs (Phase 1-3 and Phase 4-6).

Land Use - Construction of Project is modeled in two runs due to CalEEMod limitations; Phase 1-3 is shown.

Construction Phase - Project would be built in 6 phases. This run is Phase 1-3 due to CalEEMod limitations. See other CalEEMod run for Phases 4-6.

Trips and VMT - 14yrd3 per truck trip. Hauling distance = 50 miles.

Grading - Phase 1-3 = 14,761 cubic yards of cut, and 7,867 cubic yards of fill.

Architectural Coating - 2019 Calgreen Code Table 4.504.3

Vehicle Trips - Construction Emissions only.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction Emissions only.

Area Coating - Construction Emissions only.

Energy Use - Construction Emissions only.

Water And Wastewater - Construction Emissions only.

Solid Waste - Construction Emissions only.

Construction Off-road Equipment Mitigation - GBUAPCD Rule 401, haul roads will be paved and water will be applied 3 times a day.

Mobile Land Use Mitigation - Construction Emissions only.

Area Mitigation - Construction Emissions only.

Energy Mitigation - Construction Emissions only.

Water Mitigation - Construction Emissions only.

Waste Mitigation - Construction Emissions only.

Consumer Products - operational only.

Landscape Equipment - Operaitonal only.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00

tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaCoating	Area_Parking	7920	0
tblAreaCoating	Area_Residential_Exterior	153394	0
tblAreaCoating	Area_Residential_Interior	460181	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	12
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00

tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24NG	1,599.00	0.00
tblEnergyUse	T24E	775.93	0.00
tblEnergyUse	T24NG	9,200.58	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	159.50	0.00
tblFireplaces	NumberNoFireplace	29.00	0.00
tblFireplaces	NumberWood	101.50	0.00
tblFleetMix	HHD	0.05	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00

tblFleetMix	LHD2	5.1810e-003	0.00
tblFleetMix	MCY	5.2160e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	8.3500e-004	0.00
tblFleetMix	MHD	9.4330e-003	0.00
tblFleetMix	OBUS	4.5490e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6250e-003	0.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblLandUse	LandUseSquareFeet	290,000.00	232,100.00
tblLandUse	LotAcreage	18.13	9.29
tblLandUse	Population	829.00	1,007.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	133.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00

tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblWater	IndoorWaterUseRate	18,894,667.43	0.00
tblWater	OutdoorWaterUseRate	11,911,855.55	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00
tblWoodstoves	NumberCatalytic	14.50	0.00
tblWoodstoves	NumberNoncatalytic	14.50	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3367	2.7192	2.6184	5.6100e-003	0.3413	0.1141	0.4555	0.1202	0.1061	0.2263	0.0000	499.9608	499.9608	0.0942	0.0000	502.3160
2022	0.7542	5.2724	6.0003	0.0138	0.6645	0.2041	0.8685	0.2072	0.1910	0.3982	0.0000	1,229.0342	1,229.0342	0.1844	0.0000	1,233.6452
2023	2.1954	5.0371	6.2082	0.0146	0.7150	0.1889	0.9038	0.2208	0.1770	0.3977	0.0000	1,308.4612	1,308.4612	0.1883	0.0000	1,313.1690
2024	1.8943	2.7908	3.7378	9.1700e-003	0.3799	0.0946	0.4745	0.1022	0.0891	0.1913	0.0000	820.9653	820.9653	0.0965	0.0000	823.3782
2025	1.4956	0.2886	0.4541	1.0800e-003	0.0518	9.5700e-003	0.0613	0.0139	9.1400e-003	0.0230	0.0000	96.4290	96.4290	9.4900e-003	0.0000	96.6663
Maximum	**2.1954**	**5.2724**	**6.2082**	**0.0146**	**0.7150**	**0.2041**	**0.9038**	**0.2208**	**0.1910**	**0.3982**	**0.0000**	**1,308.4612**	**1,308.4612**	**0.1883**	**0.0000**	**1,313.1690**

2.1 Overall Construction

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					
2021	0.3367	2.7192	2.6184	5.6100e-003	0.2073	0.1141	0.3215	0.0672	0.1061	0.1733	0.0000	499.9604	499.9604	0.0942	0.0000	502.3157
2022	0.7542	5.2724	6.0003	0.0138	0.4978	0.2041	0.7019	0.1462	0.1910	0.3371	0.0000	1,229.0335	1,229.0335	0.1844	0.0000	1,233.6445
2023	2.1954	5.0370	6.2082	0.0146	0.5432	0.1889	0.7320	0.1585	0.1770	0.3354	0.0000	1,308.4605	1,308.4605	0.1883	0.0000	1,313.1682
2024	1.8943	2.7908	3.7378	9.1700e-003	0.3415	0.0946	0.4360	0.0928	0.0891	0.1819	0.0000	820.9649	820.9649	0.0965	0.0000	823.3778
2025	1.4956	0.2886	0.4541	1.0800e-003	0.0465	9.5700e-003	0.0561	0.0126	9.1400e-003	0.0217	0.0000	96.4290	96.4290	9.4900e-003	0.0000	96.6662
Maximum	**2.1954**	**5.2724**	**6.2082**	**0.0146**	**0.5432**	**0.2041**	**0.7320**	**0.1585**	**0.1910**	**0.3371**	**0.0000**	**1,308.4605**	**1,308.4605**	**0.1883**	**0.0000**	**1,313.1682**

	ROG	NOx	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**	**23.98**	**0.00**	**18.68**	**28.16**	**0.00**	**15.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2021	8-31-2021	1.4753	1.4753
2	9-1-2021	11-30-2021	1.2484	1.2484
3	12-1-2021	2-28-2022	0.8653	0.8653
4	3-1-2022	5-31-2022	0.8464	0.8464
5	6-1-2022	8-31-2022	2.1034	2.1034
6	9-1-2022	11-30-2022	1.9615	1.9615

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7	**12-1-2022**	**2-28-2023**	1.6474	1.6474
8	**3-1-2023**	**5-31-2023**	1.8780	1.8780
9	**6-1-2023**	**8-31-2023**	2.0246	2.0246
10	**9-1-2023**	**11-30-2023**	1.7716	1.7716
11	**12-1-2023**	**2-29-2024**	1.5627	1.5627
12	**3-1-2024**	**5-31-2024**	1.8297	1.8297
13	**6-1-2024**	**8-31-2024**	0.8470	0.8470
14	**9-1-2024**	**11-30-2024**	0.7141	0.7141
15	**12-1-2024**	**2-28-2025**	0.7886	0.7886
16	**3-1-2025**	**5-31-2025**	1.1079	1.1079
17	**6-1-2025**	**8-31-2025**	0.1324	0.1324
		Highest	2.1034	2.1034

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	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	110.1289	110.1289	4.5700e-003	9.8000e-004	110.5353
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**113.6522**	**113.6522**	**7.9500e-003**	**9.8000e-004**	**114.1431**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	110.1289	110.1289	4.5700e-003	9.8000e-004	110.5353
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**113.6522**	**113.6522**	**7.9500e-003**	**9.8000e-004**	**114.1431**

	ROG	NOx	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

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1 - Grading	Grading	6/1/2021	8/2/2021	5	45	
2	Phase 1- Building Construction	Building Construction	8/3/2021	2/6/2023	5	395	
3	Phase 1 - Paving	Paving	9/1/2021	11/2/2021	5	45	
4	Phase 2 - Grading	Grading	6/1/2022	8/2/2022	5	45	
5	Phase 2 - Building Construction	Building Construction	8/3/2022	2/6/2024	5	395	
6	Phase 2 - Paving	Paving	9/1/2022	11/2/2022	5	45	
7	Phase 1 - Coating	Architectural Coating	2/7/2023	6/12/2023	5	90	
8	Phase 3 - Grading	Grading	6/1/2023	8/2/2023	5	45	
9	Phase 3 - Building Construction	Building Construction	8/3/2023	2/5/2025	5	395	
10	Phase 3 - Paving	Paving	9/1/2023	11/2/2023	5	45	
11	Phase 2 - Coating	Architectural Coating	2/7/2024	6/11/2024	5	90	
12	Phase 3 - Coating	Architectural Coating	2/6/2025	6/11/2025	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.97

Residential Indoor: 460,181; Residential Outdoor: 153,394; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,920 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1 - Grading	Excavators	2	8.00	158	0.38
Phase 1 - Grading	Graders	1	8.00	187	0.41
Phase 1 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1 - Grading	Scrapers	2	8.00	367	0.48

Phase 1 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 1- Building Construction	Cranes	1	7.00	231	0.29
Phase 1- Building Construction	Forklifts	3	8.00	89	0.20
Phase 1- Building Construction	Generator Sets	1	8.00	84	0.74
Phase 1- Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 1- Building Construction	Welders	1	8.00	46	0.45
Phase 1 - Paving	Pavers	2	8.00	130	0.42
Phase 1 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 1 - Paving	Rollers	2	8.00	80	0.38
Phase 1 - Coating	Air Compressors	1	6.00	78	0.48
Phase 2 - Grading	Excavators	2	8.00	158	0.38
Phase 2 - Grading	Graders	1	8.00	187	0.41
Phase 2 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 2 - Grading	Scrapers	2	8.00	367	0.48
Phase 2 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 2 - Building Construction	Cranes	1	7.00	231	0.29
Phase 2 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 2 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 2 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 2 - Building Construction	Welders	1	8.00	46	0.45
Phase 2 - Paving	Pavers	2	8.00	130	0.42
Phase 2 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 2 - Paving	Rollers	2	8.00	80	0.38
Phase 2 - Coating	Air Compressors	1	6.00	78	0.48
Phase 3 - Grading	Excavators	2	8.00	158	0.38
Phase 3 - Grading	Graders	1	8.00	187	0.41
Phase 3 - Grading	Rubber Tired Dozers	1	8.00	247	0.40

Phase 3 - Grading	Scrapers	2	8.00	367	0.48
Phase 3 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 3 - Building Construction	Cranes	1	7.00	231	0.29
Phase 3 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 3 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 3 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 3 - Building Construction	Welders	1	8.00	46	0.45
Phase 3 - Paving	Pavers	2	8.00	130	0.42
Phase 3 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 3 - Paving	Rollers	2	8.00	80	0.38
Phase 3 - Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase 1 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 1- Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Phase 1 - Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1956	0.0000	0.1956	0.0810	0.0000	0.0810	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0943	1.0440	0.6948	1.4000e-003		0.0447	0.0447		0.0411	0.0411	0.0000	122.6137	122.6137	0.0397	0.0000	123.6051
Total	**0.0943**	**1.0440**	**0.6948**	**1.4000e-003**	**0.1956**	**0.0447**	**0.2403**	**0.0810**	**0.0411**	**0.1221**	**0.0000**	**122.6137**	**122.6137**	**0.0397**	**0.0000**	**123.6051**

3.2 Phase 1 - Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2800e-003	0.0403	7.4500e-003	1.5000e-004	3.4900e-003	1.6000e-004	3.6500e-003	9.6000e-004	1.5000e-004	1.1100e-003	0.0000	14.0424	14.0424	2.7000e-004	0.0000	14.0491
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7200e-003	1.8300e-003	0.0166	3.0000e-005	3.5800e-003	3.0000e-005	3.6100e-003	9.5000e-004	3.0000e-005	9.8000e-004	0.0000	3.1156	3.1156	1.3000e-004	0.0000	3.1189
Total	**4.0000e-003**	**0.0422**	**0.0241**	**1.8000e-004**	**7.0700e-003**	**1.9000e-004**	**7.2600e-003**	**1.9100e-003**	**1.8000e-004**	**2.0900e-003**	**0.0000**	**17.1580**	**17.1580**	**4.0000e-004**	**0.0000**	**17.1680**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0763	0.0000	0.0763	0.0316	0.0000	0.0316	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0943	1.0440	0.6948	1.4000e-003		0.0447	0.0447		0.0411	0.0411	0.0000	122.6136	122.6136	0.0397	0.0000	123.6050
Total	**0.0943**	**1.0440**	**0.6948**	**1.4000e-003**	**0.0763**	**0.0447**	**0.1209**	**0.0316**	**0.0411**	**0.0727**	**0.0000**	**122.6136**	**122.6136**	**0.0397**	**0.0000**	**123.6050**

3.2 Phase 1 - Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2800e-003	0.0403	7.4500e-003	1.5000e-004	3.1800e-003	1.6000e-004	3.3300e-003	8.8000e-004	1.5000e-004	1.0300e-003	0.0000	14.0424	14.0424	2.7000e-004	0.0000	14.0491
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7200e-003	1.8300e-003	0.0166	3.0000e-005	3.2100e-003	3.0000e-005	3.2300e-003	8.6000e-004	3.0000e-005	8.9000e-004	0.0000	3.1156	3.1156	1.3000e-004	0.0000	3.1189
Total	**4.0000e-003**	**0.0422**	**0.0241**	**1.8000e-004**	**6.3900e-003**	**1.9000e-004**	**6.5600e-003**	**1.7400e-003**	**1.8000e-004**	**1.9200e-003**	**0.0000**	**17.1580**	**17.1580**	**4.0000e-004**	**0.0000**	**17.1680**

3.3 Phase 1- Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1036	0.9501	0.9034	1.4700e-003		0.0522	0.0522		0.0491	0.0491	0.0000	126.2423	126.2423	0.0305	0.0000	127.0037
Total	**0.1036**	**0.9501**	**0.9034**	**1.4700e-003**		**0.0522**	**0.0522**		**0.0491**	**0.0491**	**0.0000**	**126.2423**	**126.2423**	**0.0305**	**0.0000**	**127.0037**

3.3 Phase 1- Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0159	0.3314	0.1118	9.0000e-004	0.0194	8.9000e-004	0.0203	5.6200e-003	8.5000e-004	6.4700e-003	0.0000	85.0545	85.0545	4.7500e-003	0.0000	85.1733
Worker	0.0885	0.0596	0.5422	1.1300e-003	0.1166	8.9000e-004	0.1175	0.0310	8.2000e-004	0.0318	0.0000	101.5027	101.5027	4.2800e-003	0.0000	101.6096
Total	**0.1044**	**0.3909**	**0.6540**	**2.0300e-003**	**0.1360**	**1.7800e-003**	**0.1378**	**0.0366**	**1.6700e-003**	**0.0383**	**0.0000**	**186.5572**	**186.5572**	**9.0300e-003**	**0.0000**	**186.7829**

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	0.1036	0.9501	0.9034	1.4700e-003		0.0522	0.0522		0.0491	0.0491	0.0000	126.2422	126.2422	0.0305	0.0000	127.0036
Total	**0.1036**	**0.9501**	**0.9034**	**1.4700e-003**		**0.0522**	**0.0522**		**0.0491**	**0.0491**	**0.0000**	**126.2422**	**126.2422**	**0.0305**	**0.0000**	**127.0036**

3.3 Phase 1- Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0159	0.3314	0.1118	9.0000e-004	0.0178	8.9000e-004	0.0187	5.2100e-003	8.5000e-004	6.0700e-003	0.0000	85.0545	85.0545	4.7500e-003	0.0000	85.1733
Worker	0.0885	0.0596	0.5422	1.1300e-003	0.1045	8.9000e-004	0.1054	0.0280	8.2000e-004	0.0288	0.0000	101.5027	101.5027	4.2800e-003	0.0000	101.6096
Total	**0.1044**	**0.3909**	**0.6540**	**2.0300e-003**	**0.1223**	**1.7800e-003**	**0.1240**	**0.0332**	**1.6700e-003**	**0.0349**	**0.0000**	**186.5572**	**186.5572**	**9.0300e-003**	**0.0000**	**186.7829**

3.3 Phase 1- Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

3.3 Phase 1- Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0347	0.7466	0.2398	2.1300e-003	0.0463	1.8400e-003	0.0482	0.0134	1.7500e-003	0.0152	0.0000	201.5530	201.5530	0.0105	0.0000	201.8158
Worker	0.1972	0.1265	1.1554	2.5900e-003	0.2780	2.0300e-003	0.2801	0.0739	1.8700e-003	0.0758	0.0000	233.4970	233.4970	8.9800e-003	0.0000	233.7214
Total	**0.2318**	**0.8731**	**1.3952**	**4.7200e-003**	**0.3244**	**3.8700e-003**	**0.3282**	**0.0873**	**3.6200e-003**	**0.0910**	**0.0000**	**435.0500**	**435.0500**	**0.0195**	**0.0000**	**435.5372**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

3.3 Phase 1- Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0347	0.7466	0.2398	2.1300e-003	0.0424	1.8400e-003	0.0443	0.0124	1.7500e-003	0.0142	0.0000	201.5530	201.5530	0.0105	0.0000	201.8158
Worker	0.1972	0.1265	1.1554	2.5900e-003	0.2492	2.0300e-003	0.2512	0.0669	1.8700e-003	0.0687	0.0000	233.4970	233.4970	8.9800e-003	0.0000	233.7214
Total	**0.2318**	**0.8731**	**1.3952**	**4.7200e-003**	**0.2916**	**3.8700e-003**	**0.2955**	**0.0793**	**3.6200e-003**	**0.0829**	**0.0000**	**435.0500**	**435.0500**	**0.0195**	**0.0000**	**435.5372**

3.3 Phase 1- Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0205	0.1870	0.2112	3.5000e-004		9.1000e-003	9.1000e-003		8.5600e-003	8.5600e-003	0.0000	30.1346	30.1346	7.1700e-003	0.0000	30.3138
Total	**0.0205**	**0.1870**	**0.2112**	**3.5000e-004**		**9.1000e-003**	**9.1000e-003**		**8.5600e-003**	**8.5600e-003**	**0.0000**	**30.1346**	**30.1346**	**7.1700e-003**	**0.0000**	**30.3138**

3.3 Phase 1- Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8600e-003	0.0621	0.0210	2.1000e-004	4.6300e-003	1.0000e-004	4.7300e-003	1.3400e-003	9.0000e-005	1.4300e-003	0.0000	19.8242	19.8242	8.1000e-004	0.0000	19.8443
Worker	0.0184	0.0113	0.1030	2.5000e-004	0.0278	2.0000e-004	0.0280	7.3900e-003	1.8000e-004	7.5700e-003	0.0000	22.4819	22.4819	7.9000e-004	0.0000	22.5016
Total	**0.0213**	**0.0733**	**0.1240**	**4.6000e-004**	**0.0324**	**3.0000e-004**	**0.0327**	**8.7300e-003**	**2.7000e-004**	**9.0000e-003**	**0.0000**	**42.3061**	**42.3061**	**1.6000e-003**	**0.0000**	**42.3460**

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	0.0205	0.1870	0.2112	3.5000e-004		9.1000e-003	9.1000e-003		8.5600e-003	8.5600e-003	0.0000	30.1346	30.1346	7.1700e-003	0.0000	30.3138
Total	**0.0205**	**0.1870**	**0.2112**	**3.5000e-004**		**9.1000e-003**	**9.1000e-003**		**8.5600e-003**	**8.5600e-003**	**0.0000**	**30.1346**	**30.1346**	**7.1700e-003**	**0.0000**	**30.3138**

3.3 Phase 1- Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8600e-003	0.0621	0.0210	2.1000e-004	4.2400e-003	1.0000e-004	4.3400e-003	1.2400e-003	9.0000e-005	1.3400e-003	0.0000	19.8242	19.8242	8.1000e-004	0.0000	19.8443
Worker	0.0184	0.0113	0.1030	2.5000e-004	0.0249	2.0000e-004	0.0251	6.6800e-003	1.8000e-004	6.8600e-003	0.0000	22.4819	22.4819	7.9000e-004	0.0000	22.5016
Total	**0.0213**	**0.0733**	**0.1240**	**4.6000e-004**	**0.0292**	**3.0000e-004**	**0.0295**	**7.9200e-003**	**2.7000e-004**	**8.2000e-003**	**0.0000**	**42.3061**	**42.3061**	**1.6000e-003**	**0.0000**	**42.3460**

3.4 Phase 1 - Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0283	0.2907	0.3297	5.1000e-004		0.0153	0.0153		0.0140	0.0140	0.0000	45.0528	45.0528	0.0146	0.0000	45.4171
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0284**	**0.2907**	**0.3297**	**5.1000e-004**		**0.0153**	**0.0153**		**0.0140**	**0.0140**	**0.0000**	**45.0528**	**45.0528**	**0.0146**	**0.0000**	**45.4171**

3.4 Phase 1 - Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0400e-003	1.3700e-003	0.0125	3.0000e-005	2.6800e-003	2.0000e-005	2.7000e-003	7.1000e-004	2.0000e-005	7.3000e-004	0.0000	2.3367	2.3367	1.0000e-004	0.0000	2.3392
Total	**2.0400e-003**	**1.3700e-003**	**0.0125**	**3.0000e-005**	**2.6800e-003**	**2.0000e-005**	**2.7000e-003**	**7.1000e-004**	**2.0000e-005**	**7.3000e-004**	**0.0000**	**2.3367**	**2.3367**	**1.0000e-004**	**0.0000**	**2.3392**

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	0.0283	0.2907	0.3297	5.1000e-004		0.0153	0.0153		0.0140	0.0140	0.0000	45.0528	45.0528	0.0146	0.0000	45.4171
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0284**	**0.2907**	**0.3297**	**5.1000e-004**		**0.0153**	**0.0153**		**0.0140**	**0.0140**	**0.0000**	**45.0528**	**45.0528**	**0.0146**	**0.0000**	**45.4171**

3.4 Phase 1 - Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0400e-003	1.3700e-003	0.0125	3.0000e-005	2.4000e-003	2.0000e-005	2.4300e-003	6.5000e-004	2.0000e-005	6.6000e-004	0.0000	2.3367	2.3367	1.0000e-004	0.0000	2.3392
Total	**2.0400e-003**	**1.3700e-003**	**0.0125**	**3.0000e-005**	**2.4000e-003**	**2.0000e-005**	**2.4300e-003**	**6.5000e-004**	**2.0000e-005**	**6.6000e-004**	**0.0000**	**2.3367**	**2.3367**	**1.0000e-004**	**0.0000**	**2.3392**

3.5 Phase 2 - Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1956	0.0000	0.1956	0.0810	0.0000	0.0810	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0816	0.8740	0.6534	1.4000e-003		0.0368	0.0368		0.0338	0.0338	0.0000	122.7029	122.7029	0.0397	0.0000	123.6950
Total	**0.0816**	**0.8740**	**0.6534**	**1.4000e-003**	**0.1956**	**0.0368**	**0.2324**	**0.0810**	**0.0338**	**0.1148**	**0.0000**	**122.7029**	**122.7029**	**0.0397**	**0.0000**	**123.6950**

3.5 Phase 2 - Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-003	0.0362	7.1800e-003	1.5000e-004	3.4900e-003	1.3000e-004	3.6200e-003	9.6000e-004	1.3000e-004	1.0900e-003	0.0000	13.8736	13.8736	2.5000e-004	0.0000	13.8799
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5400e-003	1.6300e-003	0.0149	3.0000e-005	3.5800e-003	3.0000e-005	3.6000e-003	9.5000e-004	2.0000e-005	9.8000e-004	0.0000	3.0047	3.0047	1.2000e-004	0.0000	3.0076
Total	**3.7400e-003**	**0.0378**	**0.0221**	**1.8000e-004**	**7.0700e-003**	**1.6000e-004**	**7.2200e-003**	**1.9100e-003**	**1.5000e-004**	**2.0700e-003**	**0.0000**	**16.8783**	**16.8783**	**3.7000e-004**	**0.0000**	**16.8875**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0763	0.0000	0.0763	0.0316	0.0000	0.0316	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0816	0.8740	0.6534	1.4000e-003		0.0368	0.0368		0.0338	0.0338	0.0000	122.7027	122.7027	0.0397	0.0000	123.6948
Total	**0.0816**	**0.8740**	**0.6534**	**1.4000e-003**	**0.0763**	**0.0368**	**0.1131**	**0.0316**	**0.0338**	**0.0654**	**0.0000**	**122.7027**	**122.7027**	**0.0397**	**0.0000**	**123.6948**

3.5 Phase 2 - Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-003	0.0362	7.1800e-003	1.5000e-004	3.1800e-003	1.3000e-004	3.3100e-003	8.8000e-004	1.3000e-004	1.0100e-003	0.0000	13.8736	13.8736	2.5000e-004	0.0000	13.8799
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5400e-003	1.6300e-003	0.0149	3.0000e-005	3.2100e-003	3.0000e-005	3.2300e-003	8.6000e-004	2.0000e-005	8.8000e-004	0.0000	3.0047	3.0047	1.2000e-004	0.0000	3.0076
Total	**3.7400e-003**	**0.0378**	**0.0221**	**1.8000e-004**	**6.3900e-003**	**1.6000e-004**	**6.5400e-003**	**1.7400e-003**	**1.5000e-004**	**1.8900e-003**	**0.0000**	**16.8783**	**16.8783**	**3.7000e-004**	**0.0000**	**16.8875**

3.6 Phase 2 - Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0921	0.8432	0.8836	1.4500e-003		0.0437	0.0437		0.0411	0.0411	0.0000	125.1316	125.1316	0.0300	0.0000	125.8811
Total	**0.0921**	**0.8432**	**0.8836**	**1.4500e-003**		**0.0437**	**0.0437**		**0.0411**	**0.0411**	**0.0000**	**125.1316**	**125.1316**	**0.0300**	**0.0000**	**125.8811**

3.6 Phase 2 - Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0144	0.3101	0.0996	8.9000e-004	0.0193	7.6000e-004	0.0200	5.5700e-003	7.3000e-004	6.2900e-003	0.0000	83.7220	83.7220	4.3700e-003	0.0000	83.8312
Worker	0.0819	0.0525	0.4800	1.0800e-003	0.1155	8.4000e-004	0.1163	0.0307	7.8000e-004	0.0315	0.0000	96.9911	96.9911	3.7300e-003	0.0000	97.0843
Total	**0.0963**	**0.3627**	**0.5796**	**1.9700e-003**	**0.1347**	**1.6000e-003**	**0.1363**	**0.0363**	**1.5100e-003**	**0.0378**	**0.0000**	**180.7131**	**180.7131**	**8.1000e-003**	**0.0000**	**180.9154**

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	0.0921	0.8432	0.8836	1.4500e-003		0.0437	0.0437		0.0411	0.0411	0.0000	125.1315	125.1315	0.0300	0.0000	125.8809
Total	**0.0921**	**0.8432**	**0.8836**	**1.4500e-003**		**0.0437**	**0.0437**		**0.0411**	**0.0411**	**0.0000**	**125.1315**	**125.1315**	**0.0300**	**0.0000**	**125.8809**

3.6 Phase 2 - Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0144	0.3101	0.0996	8.9000e-004	0.0176	7.6000e-004	0.0184	5.1700e-003	7.3000e-004	5.9000e-003	0.0000	83.7220	83.7220	4.3700e-003	0.0000	83.8312
Worker	0.0819	0.0525	0.4800	1.0800e-003	0.1035	8.4000e-004	0.1044	0.0278	7.8000e-004	0.0285	0.0000	96.9911	96.9911	3.7300e-003	0.0000	97.0843
Total	**0.0963**	**0.3627**	**0.5796**	**1.9700e-003**	**0.1211**	**1.6000e-003**	**0.1227**	**0.0329**	**1.5100e-003**	**0.0344**	**0.0000**	**180.7131**	**180.7131**	**8.1000e-003**	**0.0000**	**180.9154**

3.6 Phase 2 - Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

3.6 Phase 2 - Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0286	0.6206	0.2095	2.1000e-003	0.0463	9.6000e-004	0.0473	0.0134	9.1000e-004	0.0143	0.0000	198.2419	198.2419	8.0600e-003	0.0000	198.4434
Worker	0.1841	0.1127	1.0303	2.4900e-003	0.2780	1.9500e-003	0.2800	0.0739	1.8000e-003	0.0757	0.0000	224.8193	224.8193	7.8800e-003	0.0000	225.0163
Total	**0.2127**	**0.7333**	**1.2399**	**4.5900e-003**	**0.3244**	**2.9100e-003**	**0.3273**	**0.0873**	**2.7100e-003**	**0.0900**	**0.0000**	**423.0613**	**423.0613**	**0.0159**	**0.0000**	**423.4597**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

3.6 Phase 2 - Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0286	0.6206	0.2095	2.1000e-003	0.0424	9.6000e-004	0.0434	0.0124	9.1000e-004	0.0134	0.0000	198.2419	198.2419	8.0600e-003	0.0000	198.4434
Worker	0.1841	0.1127	1.0303	2.4900e-003	0.2492	1.9500e-003	0.2511	0.0669	1.8000e-003	0.0687	0.0000	224.8193	224.8193	7.8800e-003	0.0000	225.0163
Total	**0.2127**	**0.7333**	**1.2399**	**4.5900e-003**	**0.2916**	**2.9100e-003**	**0.2945**	**0.0793**	**2.7100e-003**	**0.0820**	**0.0000**	**423.0613**	**423.0613**	**0.0159**	**0.0000**	**423.4597**

3.6 Phase 2 - Building Construction - 2024

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	0.0199	0.1815	0.2183	3.6000e-004		8.2800e-003	8.2800e-003		7.7900e-003	7.7900e-003	0.0000	31.2996	31.2996	7.4000e-003	0.0000	31.4847
Total	**0.0199**	**0.1815**	**0.2183**	**3.6000e-004**		**8.2800e-003**	**8.2800e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**31.2996**	**31.2996**	**7.4000e-003**	**0.0000**	**31.4847**

3.6 Phase 2 - Building Construction - 2024

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	2.8000e-003	0.0630	0.0202	2.2000e-004	4.8100e-003	9.0000e-005	4.9000e-003	1.3900e-003	9.0000e-005	1.4800e-003	0.0000	20.4723	20.4723	7.9000e-004	0.0000	20.4921
Worker	0.0179	0.0105	0.0971	2.5000e-004	0.0289	2.0000e-004	0.0291	7.6800e-003	1.8000e-004	7.8600e-003	0.0000	22.4503	22.4503	7.2000e-004	0.0000	22.4683
Total	**0.0207**	**0.0735**	**0.1173**	**4.7000e-004**	**0.0337**	**2.9000e-004**	**0.0340**	**9.0700e-003**	**2.7000e-004**	**9.3400e-003**	**0.0000**	**42.9226**	**42.9226**	**1.5100e-003**	**0.0000**	**42.9604**

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	0.0199	0.1815	0.2183	3.6000e-004		8.2800e-003	8.2800e-003		7.7900e-003	7.7900e-003	0.0000	31.2996	31.2996	7.4000e-003	0.0000	31.4846
Total	**0.0199**	**0.1815**	**0.2183**	**3.6000e-004**		**8.2800e-003**	**8.2800e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**31.2996**	**31.2996**	**7.4000e-003**	**0.0000**	**31.4846**

3.6 Phase 2 - Building Construction - 2024

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	2.8000e-003	0.0630	0.0202	2.2000e-004	4.4100e-003	9.0000e-005	4.5000e-003	1.2900e-003	9.0000e-005	1.3800e-003	0.0000	20.4723	20.4723	7.9000e-004	0.0000	20.4921
Worker	0.0179	0.0105	0.0971	2.5000e-004	0.0259	2.0000e-004	0.0261	6.9400e-003	1.8000e-004	7.1200e-003	0.0000	22.4503	22.4503	7.2000e-004	0.0000	22.4683
Total	**0.0207**	**0.0735**	**0.1173**	**4.7000e-004**	**0.0303**	**2.9000e-004**	**0.0306**	**8.2300e-003**	**2.7000e-004**	**8.5000e-003**	**0.0000**	**42.9226**	**42.9226**	**1.5100e-003**	**0.0000**	**42.9604**

3.7 Phase 2 - Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0248	0.2503	0.3281	5.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	45.0620	45.0620	0.0146	0.0000	45.4264
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0250**	**0.2503**	**0.3281**	**5.1000e-004**		**0.0128**	**0.0128**		**0.0118**	**0.0118**	**0.0000**	**45.0620**	**45.0620**	**0.0146**	**0.0000**	**45.4264**

3.7 Phase 2 - Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-003	1.2200e-003	0.0112	2.0000e-005	2.6800e-003	2.0000e-005	2.7000e-003	7.1000e-004	2.0000e-005	7.3000e-004	0.0000	2.2535	2.2535	9.0000e-005	0.0000	2.2557
Total	**1.9000e-003**	**1.2200e-003**	**0.0112**	**2.0000e-005**	**2.6800e-003**	**2.0000e-005**	**2.7000e-003**	**7.1000e-004**	**2.0000e-005**	**7.3000e-004**	**0.0000**	**2.2535**	**2.2535**	**9.0000e-005**	**0.0000**	**2.2557**

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	0.0248	0.2503	0.3281	5.1000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	45.0620	45.0620	0.0146	0.0000	45.4263
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0250**	**0.2503**	**0.3281**	**5.1000e-004**		**0.0128**	**0.0128**		**0.0118**	**0.0118**	**0.0000**	**45.0620**	**45.0620**	**0.0146**	**0.0000**	**45.4263**

3.7 Phase 2 - Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-003	1.2200e-003	0.0112	2.0000e-005	2.4000e-003	2.0000e-005	2.4200e-003	6.5000e-004	2.0000e-005	6.6000e-004	0.0000	2.2535	2.2535	9.0000e-005	0.0000	2.2557
Total	**1.9000e-003**	**1.2200e-003**	**0.0112**	**2.0000e-005**	**2.4000e-003**	**2.0000e-005**	**2.4200e-003**	**6.5000e-004**	**2.0000e-005**	**6.6000e-004**	**0.0000**	**2.2535**	**2.2535**	**9.0000e-005**	**0.0000**	**2.2557**

3.8 Phase 1 - Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6200e-003	0.0586	0.0815	1.3000e-004		3.1900e-003	3.1900e-003		3.1900e-003	3.1900e-003	0.0000	11.4896	11.4896	6.9000e-004	0.0000	11.5068
Total	**1.4489**	**0.0586**	**0.0815**	**1.3000e-004**		**3.1900e-003**	**3.1900e-003**		**3.1900e-003**	**3.1900e-003**	**0.0000**	**11.4896**	**11.4896**	**6.9000e-004**	**0.0000**	**11.5068**

3.8 Phase 1 - Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0128	7.8300e-003	0.0716	1.7000e-004	0.0193	1.4000e-004	0.0195	5.1400e-003	1.3000e-004	5.2600e-003	0.0000	15.6223	15.6223	5.5000e-004	0.0000	15.6360
Total	**0.0128**	**7.8300e-003**	**0.0716**	**1.7000e-004**	**0.0193**	**1.4000e-004**	**0.0195**	**5.1400e-003**	**1.3000e-004**	**5.2600e-003**	**0.0000**	**15.6223**	**15.6223**	**5.5000e-004**	**0.0000**	**15.6360**

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6200e-003	0.0586	0.0815	1.3000e-004		3.1900e-003	3.1900e-003		3.1900e-003	3.1900e-003	0.0000	11.4896	11.4896	6.9000e-004	0.0000	11.5068
Total	**1.4489**	**0.0586**	**0.0815**	**1.3000e-004**		**3.1900e-003**	**3.1900e-003**		**3.1900e-003**	**3.1900e-003**	**0.0000**	**11.4896**	**11.4896**	**6.9000e-004**	**0.0000**	**11.5068**

3.8 Phase 1 - Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0128	7.8300e-003	0.0716	1.7000e-004	0.0173	1.4000e-004	0.0175	4.6500e-003	1.3000e-004	4.7700e-003	0.0000	15.6223	15.6223	5.5000e-004	0.0000	15.6360
Total	**0.0128**	**7.8300e-003**	**0.0716**	**1.7000e-004**	**0.0173**	**1.4000e-004**	**0.0175**	**4.6500e-003**	**1.3000e-004**	**4.7700e-003**	**0.0000**	**15.6223**	**15.6223**	**5.5000e-004**	**0.0000**	**15.6360**

3.9 Phase 3 - Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1956	0.0000	0.1956	0.0810	0.0000	0.0810	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0747	0.7766	0.6312	1.4000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	122.7042	122.7042	0.0397	0.0000	123.6964
Total	**0.0747**	**0.7766**	**0.6312**	**1.4000e-003**	**0.1956**	**0.0321**	**0.2276**	**0.0810**	**0.0295**	**0.1105**	**0.0000**	**122.7042**	**122.7042**	**0.0397**	**0.0000**	**123.6964**

3.9 Phase 3 - Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.5000e-004	0.0271	6.5400e-003	1.4000e-004	3.4900e-003	8.0000e-005	3.5700e-003	9.6000e-004	8.0000e-005	1.0400e-003	0.0000	13.5522	13.5522	1.9000e-004	0.0000	13.5570
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3700e-003	1.4500e-003	0.0133	3.0000e-005	3.5800e-003	3.0000e-005	3.6000e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.8930	2.8930	1.0000e-004	0.0000	2.8956
Total	**3.3200e-003**	**0.0286**	**0.0198**	**1.7000e-004**	**7.0700e-003**	**1.1000e-004**	**7.1700e-003**	**1.9100e-003**	**1.0000e-004**	**2.0100e-003**	**0.0000**	**16.4452**	**16.4452**	**2.9000e-004**	**0.0000**	**16.4526**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0763	0.0000	0.0763	0.0316	0.0000	0.0316	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0747	0.7766	0.6312	1.4000e-003		0.0321	0.0321		0.0295	0.0295	0.0000	122.7041	122.7041	0.0397	0.0000	123.6962
Total	**0.0747**	**0.7766**	**0.6312**	**1.4000e-003**	**0.0763**	**0.0321**	**0.1083**	**0.0316**	**0.0295**	**0.0611**	**0.0000**	**122.7041**	**122.7041**	**0.0397**	**0.0000**	**123.6962**

3.9 Phase 3 - Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.5000e-004	0.0271	6.5400e-003	1.4000e-004	3.1800e-003	8.0000e-005	3.2600e-003	8.8000e-004	8.0000e-005	9.6000e-004	0.0000	13.5522	13.5522	1.9000e-004	0.0000	13.5570
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3700e-003	1.4500e-003	0.0133	3.0000e-005	3.2100e-003	3.0000e-005	3.2300e-003	8.6000e-004	2.0000e-005	8.8000e-004	0.0000	2.8930	2.8930	1.0000e-004	0.0000	2.8956
Total	**3.3200e-003**	**0.0286**	**0.0198**	**1.7000e-004**	**6.3900e-003**	**1.1000e-004**	**6.4900e-003**	**1.7400e-003**	**1.0000e-004**	**1.8400e-003**	**0.0000**	**16.4452**	**16.4452**	**2.9000e-004**	**0.0000**	**16.4526**

3.10 Phase 3 - Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0841	0.7696	0.8691	1.4400e-003		0.0374	0.0374		0.0352	0.0352	0.0000	124.0155	124.0155	0.0295	0.0000	124.7531
Total	**0.0841**	**0.7696**	**0.8691**	**1.4400e-003**		**0.0374**	**0.0374**		**0.0352**	**0.0352**	**0.0000**	**124.0155**	**124.0155**	**0.0295**	**0.0000**	**124.7531**

3.10 Phase 3 - Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0118	0.2554	0.0862	8.6000e-004	0.0191	3.9000e-004	0.0195	5.5100e-003	3.8000e-004	5.8900e-003	0.0000	81.5842	81.5842	3.3200e-003	0.0000	81.6671
Worker	0.0758	0.0464	0.4240	1.0200e-003	0.1144	8.0000e-004	0.1152	0.0304	7.4000e-004	0.0312	0.0000	92.5218	92.5218	3.2400e-003	0.0000	92.6029
Total	**0.0875**	**0.3018**	**0.5103**	**1.8800e-003**	**0.1335**	**1.1900e-003**	**0.1347**	**0.0359**	**1.1200e-003**	**0.0371**	**0.0000**	**174.1060**	**174.1060**	**6.5600e-003**	**0.0000**	**174.2700**

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	0.0841	0.7696	0.8691	1.4400e-003		0.0374	0.0374		0.0352	0.0352	0.0000	124.0154	124.0154	0.0295	0.0000	124.7529
Total	**0.0841**	**0.7696**	**0.8691**	**1.4400e-003**		**0.0374**	**0.0374**		**0.0352**	**0.0352**	**0.0000**	**124.0154**	**124.0154**	**0.0295**	**0.0000**	**124.7529**

3.10 Phase 3 - Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0118	0.2554	0.0862	8.6000e-004	0.0175	3.9000e-004	0.0179	5.1200e-003	3.8000e-004	5.4900e-003	0.0000	81.5842	81.5842	3.3200e-003	0.0000	81.6671
Worker	0.0758	0.0464	0.4240	1.0200e-003	0.1026	8.0000e-004	0.1034	0.0275	7.4000e-004	0.0283	0.0000	92.5218	92.5218	3.2400e-003	0.0000	92.6029
Total	**0.0875**	**0.3018**	**0.5103**	**1.8800e-003**	**0.1200**	**1.1900e-003**	**0.1212**	**0.0326**	**1.1200e-003**	**0.0337**	**0.0000**	**174.1060**	**174.1060**	**6.5600e-003**	**0.0000**	**174.2700**

3.10 Phase 3 - Building Construction - 2024

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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7223**	**303.7223**	**0.0718**	**0.0000**	**305.5179**

3.10 Phase 3 - Building Construction - 2024

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	0.0271	0.6111	0.1958	2.1000e-003	0.0467	8.9000e-004	0.0476	0.0135	8.5000e-004	0.0144	0.0000	198.6574	198.6574	7.6600e-003	0.0000	198.8488
Worker	0.1734	0.1018	0.9423	2.4100e-003	0.2802	1.9000e-003	0.2821	0.0745	1.7500e-003	0.0763	0.0000	217.8512	217.8512	7.0000e-003	0.0000	218.0261
Total	**0.2006**	**0.7129**	**1.1380**	**4.5100e-003**	**0.3269**	**2.7900e-003**	**0.3297**	**0.0880**	**2.6000e-003**	**0.0906**	**0.0000**	**416.5085**	**416.5085**	**0.0147**	**0.0000**	**416.8749**

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	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	**0.1928**	**1.7611**	**2.1179**	**3.5300e-003**		**0.0803**	**0.0803**		**0.0756**	**0.0756**	**0.0000**	**303.7220**	**303.7220**	**0.0718**	**0.0000**	**305.5175**

3.10 Phase 3 - Building Construction - 2024

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	0.0271	0.6111	0.1958	2.1000e-003	0.0428	8.9000e-004	0.0436	0.0125	8.5000e-004	0.0134	0.0000	198.6574	198.6574	7.6600e-003	0.0000	198.8488
Worker	0.1734	0.1018	0.9423	2.4100e-003	0.2511	1.9000e-003	0.2530	0.0674	1.7500e-003	0.0691	0.0000	217.8512	217.8512	7.0000e-003	0.0000	218.0261
Total	**0.2006**	**0.7129**	**1.1380**	**4.5100e-003**	**0.2939**	**2.7900e-003**	**0.2966**	**0.0799**	**2.6000e-003**	**0.0825**	**0.0000**	**416.5085**	**416.5085**	**0.0147**	**0.0000**	**416.8749**

3.10 Phase 3 - Building Construction - 2025

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	0.0178	0.1621	0.2091	3.5000e-004		6.8600e-003	6.8600e-003		6.4500e-003	6.4500e-003	0.0000	30.1495	30.1495	7.0900e-003	0.0000	30.3267
Total	**0.0178**	**0.1621**	**0.2091**	**3.5000e-004**		**6.8600e-003**	**6.8600e-003**		**6.4500e-003**	**6.4500e-003**	**0.0000**	**30.1495**	**30.1495**	**7.0900e-003**	**0.0000**	**30.3267**

3.10 Phase 3 - Building Construction - 2025

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	2.5700e-003	0.0595	0.0183	2.1000e-004	4.6300e-003	8.0000e-005	4.7200e-003	1.3400e-003	8.0000e-005	1.4200e-003	0.0000	19.5933	19.5933	7.2000e-004	0.0000	19.6114
Worker	0.0161	9.1300e-003	0.0857	2.3000e-004	0.0278	1.8000e-004	0.0280	7.3900e-003	1.7000e-004	7.5600e-003	0.0000	20.7664	20.7664	6.2000e-004	0.0000	20.7819
Total	**0.0187**	**0.0686**	**0.1041**	**4.4000e-004**	**0.0324**	**2.6000e-004**	**0.0327**	**8.7300e-003**	**2.5000e-004**	**8.9800e-003**	**0.0000**	**40.3597**	**40.3597**	**1.3400e-003**	**0.0000**	**40.3933**

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	0.0178	0.1621	0.2091	3.5000e-004		6.8600e-003	6.8600e-003		6.4500e-003	6.4500e-003	0.0000	30.1495	30.1495	7.0900e-003	0.0000	30.3267
Total	**0.0178**	**0.1621**	**0.2091**	**3.5000e-004**		**6.8600e-003**	**6.8600e-003**		**6.4500e-003**	**6.4500e-003**	**0.0000**	**30.1495**	**30.1495**	**7.0900e-003**	**0.0000**	**30.3267**

3.10 Phase 3 - Building Construction - 2025

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	2.5700e-003	0.0595	0.0183	2.1000e-004	4.2400e-003	8.0000e-005	4.3300e-003	1.2400e-003	8.0000e-005	1.3200e-003	0.0000	19.5933	19.5933	7.2000e-004	0.0000	19.6114
Worker	0.0161	9.1300e-003	0.0857	2.3000e-004	0.0249	1.8000e-004	0.0251	6.6800e-003	1.7000e-004	6.8500e-003	0.0000	20.7664	20.7664	6.2000e-004	0.0000	20.7819
Total	**0.0187**	**0.0686**	**0.1041**	**4.4000e-004**	**0.0292**	**2.6000e-004**	**0.0294**	**7.9200e-003**	**2.5000e-004**	**8.1700e-003**	**0.0000**	**40.3597**	**40.3597**	**1.3400e-003**	**0.0000**	**40.3933**

3.11 Phase 3 - Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0232	0.2293	0.3281	5.1000e-004		0.0115	0.0115		0.0106	0.0106	0.0000	45.0605	45.0605	0.0146	0.0000	45.4248
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0234**	**0.2293**	**0.3281**	**5.1000e-004**		**0.0115**	**0.0115**		**0.0106**	**0.0106**	**0.0000**	**45.0605**	**45.0605**	**0.0146**	**0.0000**	**45.4248**

3.11 Phase 3 - Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7800e-003	1.0900e-003	9.9400e-003	2.0000e-005	2.6800e-003	2.0000e-005	2.7000e-003	7.1000e-004	2.0000e-005	7.3000e-004	0.0000	2.1698	2.1698	8.0000e-005	0.0000	2.1717
Total	**1.7800e-003**	**1.0900e-003**	**9.9400e-003**	**2.0000e-005**	**2.6800e-003**	**2.0000e-005**	**2.7000e-003**	**7.1000e-004**	**2.0000e-005**	**7.3000e-004**	**0.0000**	**2.1698**	**2.1698**	**8.0000e-005**	**0.0000**	**2.1717**

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	0.0232	0.2293	0.3281	5.1000e-004		0.0115	0.0115		0.0106	0.0106	0.0000	45.0604	45.0604	0.0146	0.0000	45.4247
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0234**	**0.2293**	**0.3281**	**5.1000e-004**		**0.0115**	**0.0115**		**0.0106**	**0.0106**	**0.0000**	**45.0604**	**45.0604**	**0.0146**	**0.0000**	**45.4247**

3.11 Phase 3 - Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7800e-003	1.0900e-003	9.9400e-003	2.0000e-005	2.4000e-003	2.0000e-005	2.4200e-003	6.5000e-004	2.0000e-005	6.6000e-004	0.0000	2.1698	2.1698	8.0000e-005	0.0000	2.1717
Total	**1.7800e-003**	**1.0900e-003**	**9.9400e-003**	**2.0000e-005**	**2.4000e-003**	**2.0000e-005**	**2.4200e-003**	**6.5000e-004**	**2.0000e-005**	**6.6000e-004**	**0.0000**	**2.1698**	**2.1698**	**8.0000e-005**	**0.0000**	**2.1717**

3.12 Phase 2 - Coating - 2024

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1300e-003	0.0549	0.0815	1.3000e-004		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	11.4896	11.4896	6.5000e-004	0.0000	11.5058
Total	**1.4484**	**0.0549**	**0.0815**	**1.3000e-004**		**2.7400e-003**	**2.7400e-003**		**2.7400e-003**	**2.7400e-003**	**0.0000**	**11.4896**	**11.4896**	**6.5000e-004**	**0.0000**	**11.5058**

3.12 Phase 2 - Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0120	7.0200e-003	0.0650	1.7000e-004	0.0193	1.3000e-004	0.0195	5.1400e-003	1.2000e-004	5.2600e-003	0.0000	15.0225	15.0225	4.8000e-004	0.0000	15.0346
Total	**0.0120**	**7.0200e-003**	**0.0650**	**1.7000e-004**	**0.0193**	**1.3000e-004**	**0.0195**	**5.1400e-003**	**1.2000e-004**	**5.2600e-003**	**0.0000**	**15.0225**	**15.0225**	**4.8000e-004**	**0.0000**	**15.0346**

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1300e-003	0.0549	0.0815	1.3000e-004		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	11.4896	11.4896	6.5000e-004	0.0000	11.5058
Total	**1.4484**	**0.0549**	**0.0815**	**1.3000e-004**		**2.7400e-003**	**2.7400e-003**		**2.7400e-003**	**2.7400e-003**	**0.0000**	**11.4896**	**11.4896**	**6.5000e-004**	**0.0000**	**11.5058**

3.12 Phase 2 - Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0120	7.0200e-003	0.0650	1.7000e-004	0.0173	1.3000e-004	0.0175	4.6500e-003	1.2000e-004	4.7700e-003	0.0000	15.0225	15.0225	4.8000e-004	0.0000	15.0346
Total	**0.0120**	**7.0200e-003**	**0.0650**	**1.7000e-004**	**0.0173**	**1.3000e-004**	**0.0175**	**4.6500e-003**	**1.2000e-004**	**4.7700e-003**	**0.0000**	**15.0225**	**15.0225**	**4.8000e-004**	**0.0000**	**15.0346**

3.13 Phase 3 - Coating - 2025

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.13 Phase 3 - Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0112	6.3400e-003	0.0596	1.6000e-004	0.0193	1.3000e-004	0.0195	5.1400e-003	1.2000e-004	5.2600e-003	0.0000	14.4302	14.4302	4.3000e-004	0.0000	14.4410
Total	**0.0112**	**6.3400e-003**	**0.0596**	**1.6000e-004**	**0.0193**	**1.3000e-004**	**0.0195**	**5.1400e-003**	**1.2000e-004**	**5.2600e-003**	**0.0000**	**14.4302**	**14.4302**	**4.3000e-004**	**0.0000**	**14.4410**

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.13 Phase 3 - Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0112	6.3400e-003	0.0596	1.6000e-004	0.0173	1.3000e-004	0.0174	4.6500e-003	1.2000e-004	4.7600e-003	0.0000	14.4302	14.4302	4.3000e-004	0.0000	14.4410
Total	**0.0112**	**6.3400e-003**	**0.0596**	**1.6000e-004**	**0.0173**	**1.3000e-004**	**0.0174**	**4.6500e-003**	**1.2000e-004**	**4.7600e-003**	**0.0000**	**14.4302**	**14.4302**	**4.3000e-004**	**0.0000**	**14.4410**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Enclosed Parking Structure	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	110.1289	110.1289	4.5700e-003	9.8000e-004	110.5353
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	110.1289	110.1289	4.5700e-003	9.8000e-004	110.5353
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	720090	110.1289	4.5700e-003	9.8000e-004	110.5353
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**110.1289**	**4.5700e-003**	**9.8000e-004**	**110.5353**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	720090	110.1289	4.5700e-003	9.8000e-004	110.5353
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**110.1289**	**4.5700e-003**	**9.8000e-004**	**110.5353**

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	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Unmitigated	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9151					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0649	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**3.5233**	**3.5233**	**3.3800e-003**	**0.0000**	**3.6078**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9151					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0649	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**3.5233**	**3.5233**	**3.3800e-003**	**0.0000**	**3.6078**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Construction Phase 1-3

Great Basin UAPCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.50	Space	0.11	5,000.00	0
Enclosed Parking Structure	317.50	Space	2.86	127,000.00	0
City Park	0.25	Acre	0.25	10,890.00	0
Apartments Low Rise	290.00	Dwelling Unit	9.29	232,100.00	1007

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

The Parcel Project - Mammoth Lakes - Construction Phase 1-3 - Great Basin UAPCD Air District, Summer

Project Characteristics - Construction Emissions Only. Due to CalEEMod limitations, construction emissions are modeled in two runs (Phase 1-3 and Phase 4-6).

Land Use - Construction of Project is modeled in two runs due to CalEEMod limitations; Phase 1-3 is shown.

Construction Phase - Project would be built in 6 phases. This run is Phase 1-3 due to CalEEMod limitations. See other CalEEMod run for Phases 4-6.

Trips and VMT - 14yrd3 per truck trip. Hauling distance = 50 miles.

Grading - Phase 1-3 = 14,761 cubic yards of cut, and 7,867 cubic yards of fill.

Architectural Coating - 2019 Calgreen Code Table 4.504.3

Vehicle Trips - Construction Emissions only.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction Emissions only.

Area Coating - Construction Emissions only.

Energy Use - Construction Emissions only.

Water And Wastewater - Construction Emissions only.

Solid Waste - Construction Emissions only.

Construction Off-road Equipment Mitigation - GBUAPCD Rule 401, haul roads will be paved and water will be applied 3 times a day.

Mobile Land Use Mitigation - Construction Emissions only.

Area Mitigation - Construction Emissions only.

Energy Mitigation - Construction Emissions only.

Water Mitigation - Construction Emissions only.

Waste Mitigation - Construction Emissions only.

Consumer Products - operational only.

Landscape Equipment - Operaitonal only.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00

tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaCoating	Area_Parking	7920	0
tblAreaCoating	Area_Residential_Exterior	153394	0
tblAreaCoating	Area_Residential_Interior	460181	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	12
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00

tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24NG	1,599.00	0.00
tblEnergyUse	T24E	775.93	0.00
tblEnergyUse	T24NG	9,200.58	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	159.50	0.00
tblFireplaces	NumberNoFireplace	29.00	0.00
tblFireplaces	NumberWood	101.50	0.00
tblFleetMix	HHD	0.05	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00

tblFleetMix	LHD2	5.1810e-003	0.00
tblFleetMix	MCY	5.2160e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	8.3500e-004	0.00
tblFleetMix	MHD	9.4330e-003	0.00
tblFleetMix	OBUS	4.5490e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6250e-003	0.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblLandUse	LandUseSquareFeet	290,000.00	232,100.00
tblLandUse	LotAcreage	18.13	9.29
tblLandUse	Population	829.00	1,007.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	133.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00

tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblWater	IndoorWaterUseRate	18,894,667.43	0.00
tblWater	OutdoorWaterUseRate	11,911,855.55	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00
tblWoodstoves	NumberCatalytic	14.50	0.00
tblWoodstoves	NumberNoncatalytic	14.50	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.1544	48.2212	43.4336	0.0892	9.0162	1.9934	11.0096	3.6867	1.8342	5.5209	0.0000	8,770.6799	8,770.6799	1.9619	0.0000	8,808.5264
2022	8.1453	62.6272	68.7251	0.1527	11.5921	2.4803	14.0723	4.3783	2.2994	6.6777	0.0000	15,038.2894	15,038.2894	2.7359	0.0000	15,094.9535
2023	39.1457	57.0730	66.2006	0.1505	12.0357	2.2249	14.2605	4.4959	2.0676	6.5635	0.0000	14,825.2325	14,825.2325	2.7301	0.0000	14,880.2326
2024	35.4415	37.4951	49.3988	0.1249	5.1518	1.2689	6.4207	1.3831	1.1932	2.5764	0.0000	12,336.1185	12,336.1185	1.4520	0.0000	12,372.4196
2025	32.4253	17.6219	23.9518	0.0616	2.5759	0.5480	3.1239	0.6916	0.5153	1.2069	0.0000	6,082.9166	6,082.9166	0.7134	0.0000	6,100.7506
Maximum	**39.1457**	**62.6272**	**68.7251**	**0.1527**	**12.0357**	**2.4803**	**14.2605**	**4.4959**	**2.2994**	**6.6777**	**0.0000**	**15,038.2894**	**15,038.2894**	**2.7359**	**0.0000**	**15,094.9535**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.1544	48.2212	43.4336	0.0892	3.6823	1.9934	5.6757	1.4833	1.8342	3.3176	0.0000	8,770.6799	8,770.6799	1.9619	0.0000	8,808.5264
2022	8.1453	62.6272	68.7251	0.1527	5.9965	2.4803	8.4767	2.1107	2.2994	4.4101	0.0000	15,038.2894	15,038.2894	2.7359	0.0000	15,094.9535
2023	39.1457	57.0730	66.2006	0.1505	6.3938	2.2249	8.6186	2.2170	2.0676	4.2846	0.0000	14,825.2325	14,825.2325	2.7301	0.0000	14,880.2326
2024	35.4415	37.4951	49.3988	0.1249	4.6283	1.2689	5.8973	1.2547	1.1932	2.4479	0.0000	12,336.1185	12,336.1185	1.4520	0.0000	12,372.4196
2025	32.4253	17.6219	23.9518	0.0616	2.3142	0.5480	2.8622	0.6273	0.5153	1.1426	0.0000	6,082.9166	6,082.9166	0.7134	0.0000	6,100.7506
Maximum	**39.1457**	**62.6272**	**68.7251**	**0.1527**	**6.3938**	**2.4803**	**8.6186**	**2.2170**	**2.2994**	**4.4101**	**0.0000**	**15,038.2894**	**15,038.2894**	**2.7359**	**0.0000**	**15,094.9535**

	ROG	NOx	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**	**42.99**	**0.00**	**35.50**	**47.44**	**0.00**	**30.79**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

	ROG	NOx	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	Phase 1 - Grading	Grading	6/1/2021	8/2/2021	5	45	
2	Phase 1- Building Construction	Building Construction	8/3/2021	2/6/2023	5	395	
3	Phase 1 - Paving	Paving	9/1/2021	11/2/2021	5	45	
4	Phase 2 - Grading	Grading	6/1/2022	8/2/2022	5	45	
5	Phase 2 - Building Construction	Building Construction	8/3/2022	2/6/2024	5	395	
6	Phase 2 - Paving	Paving	9/1/2022	11/2/2022	5	45	
7	Phase 1 - Coating	Architectural Coating	2/7/2023	6/12/2023	5	90	
8	Phase 3 - Grading	Grading	6/1/2023	8/2/2023	5	45	
9	Phase 3 - Building Construction	Building Construction	8/3/2023	2/5/2025	5	395	
10	Phase 3 - Paving	Paving	9/1/2023	11/2/2023	5	45	
11	Phase 2 - Coating	Architectural Coating	2/7/2024	6/11/2024	5	90	
12	Phase 3 - Coating	Architectural Coating	2/6/2025	6/11/2025	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.97

Residential Indoor: 460,181; Residential Outdoor: 153,394; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,920 (Architectural Coating – sqft)

OffRoad Equipment

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

Phase 2 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 2 - Paving	Rollers	2	8.00	80	0.38
Phase 2 - Coating	Air Compressors	1	6.00	78	0.48
Phase 3 - Grading	Excavators	2	8.00	158	0.38
Phase 3 - Grading	Graders	1	8.00	187	0.41
Phase 3 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 3 - Grading	Scrapers	2	8.00	367	0.48
Phase 3 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 3 - Building Construction	Cranes	1	7.00	231	0.29
Phase 3 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 3 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 3 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 3 - Building Construction	Welders	1	8.00	46	0.45
Phase 3 - Paving	Pavers	2	8.00	130	0.42
Phase 3 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 3 - Paving	Rollers	2	8.00	80	0.38
Phase 3 - Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase 1 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 1- Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Phase 1 - Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6923**	**1.9853**	**10.6776**	**3.5994**	**1.8265**	**5.4259**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0564	1.7521	0.3207	6.6000e-003	0.1596	6.8800e-003	0.1665	0.0438	6.5800e-003	0.0504		691.8166	691.8166	0.0126		692.1304
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1205	0.0693	0.7299	1.6000e-003	0.1643	1.2100e-003	0.1655	0.0436	1.1100e-003	0.0447		159.2161	159.2161	6.5600e-003		159.3801
Total	**0.1769**	**1.8213**	**1.0507**	**8.2000e-003**	**0.3239**	**8.0900e-003**	**0.3320**	**0.0874**	**7.6900e-003**	**0.0950**		**851.0327**	**851.0327**	**0.0191**		**851.5105**

3.2 Phase 1 - Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**3.3900**	**1.9853**	**5.3753**	**1.4038**	**1.8265**	**3.2303**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0564	1.7521	0.3207	6.6000e-003	0.1451	6.8800e-003	0.1520	0.0402	6.5800e-003	0.0468		691.8166	691.8166	0.0126		692.1304
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1205	0.0693	0.7299	1.6000e-003	0.1472	1.2100e-003	0.1484	0.0394	1.1100e-003	0.0405		159.2161	159.2161	6.5600e-003		159.3801
Total	**0.1769**	**1.8213**	**1.0507**	**8.2000e-003**	**0.2923**	**8.0900e-003**	**0.3004**	**0.0796**	**7.6900e-003**	**0.0873**		**851.0327**	**851.0327**	**0.0191**		**851.5105**

3.3 Phase 1- Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.2808	6.0313	1.8400	0.0168	0.3661	0.0160	0.3821	0.1054	0.0153	0.1207		1,749.2359	1,749.2359	0.0909		1,751.5075
Worker	1.6204	0.9316	9.8177	0.0215	2.2098	0.0163	2.2260	0.5861	0.0150	0.6011		2,141.4571	2,141.4571	0.0882		2,143.6622
Total	**1.9012**	**6.9629**	**11.6577**	**0.0383**	**2.5759**	**0.0323**	**2.6082**	**0.6916**	**0.0303**	**0.7218**		**3,890.6930**	**3,890.6930**	**0.1791**		**3,895.1698**

3.3 Phase 1- Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.2808	6.0313	1.8400	0.0168	0.3348	0.0160	0.3509	0.0978	0.0153	0.1131		1,749.2359	1,749.2359	0.0909		1,751.5075
Worker	1.6204	0.9316	9.8177	0.0215	1.9793	0.0163	1.9956	0.5296	0.0150	0.5445		2,141.4571	2,141.4571	0.0882		2,143.6622
Total	**1.9012**	**6.9629**	**11.6577**	**0.0383**	**2.3142**	**0.0323**	**2.3464**	**0.6273**	**0.0303**	**0.6576**		**3,890.6930**	**3,890.6930**	**0.1791**		**3,895.1698**

3.3 Phase 1- Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2570	5.7037	1.6541	0.0167	0.3661	0.0138	0.3799	0.1054	0.0132	0.1186		1,738.1951	1,738.1951	0.0843		1,740.3019
Worker	1.5127	0.8300	8.8092	0.0208	2.2098	0.0156	2.2254	0.5861	0.0144	0.6005		2,065.2058	2,065.2058	0.0779		2,067.1531
Total	**1.7696**	**6.5337**	**10.4633**	**0.0374**	**2.5759**	**0.0294**	**2.6053**	**0.6916**	**0.0276**	**0.7191**		**3,803.4009**	**3,803.4009**	**0.1622**		**3,807.4550**

3.3 Phase 1- Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2570	5.7037	1.6541	0.0167	0.3349	0.0138	0.3487	0.0978	0.0132	0.1110		1,738.1951	1,738.1951	0.0843		1,740.3019
Worker	1.5127	0.8300	8.8092	0.0208	1.9793	0.0156	1.9949	0.5296	0.0144	0.5439		2,065.2058	2,065.2058	0.0779		2,067.1531
Total	**1.7696**	**6.5337**	**10.4633**	**0.0374**	**2.3142**	**0.0294**	**2.3436**	**0.6273**	**0.0276**	**0.6549**		**3,803.4009**	**3,803.4009**	**0.1622**		**3,807.4550**

3.3 Phase 1- Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2118	4.7453	1.4491	0.0164	0.3661	7.1800e-003	0.3733	0.1054	6.8600e-003	0.1123		1,709.7364	1,709.7364	0.0646		1,711.3512
Worker	1.4109	0.7399	7.8950	0.0200	2.2098	0.0150	2.2248	0.5861	0.0138	0.6000		1,988.4381	1,988.4381	0.0687		1,990.1547
Total	**1.6227**	**5.4852**	**9.3441**	**0.0364**	**2.5759**	**0.0222**	**2.5981**	**0.6916**	**0.0207**	**0.7123**		**3,698.1745**	**3,698.1745**	**0.1333**		**3,701.5059**

3.3 Phase 1- Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2118	4.7453	1.4491	0.0164	0.3349	7.1800e-003	0.3420	0.0978	6.8600e-003	0.1046		1,709.7364	1,709.7364	0.0646		1,711.3512
Worker	1.4109	0.7399	7.8950	0.0200	1.9793	0.0150	1.9943	0.5296	0.0138	0.5434		1,988.4381	1,988.4381	0.0687		1,990.1547
Total	**1.6227**	**5.4852**	**9.3441**	**0.0364**	**2.3142**	**0.0222**	**2.3364**	**0.6273**	**0.0207**	**0.6480**		**3,698.1745**	**3,698.1745**	**0.1333**		**3,701.5059**

3.4 Phase 1 - Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2620**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

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	0.0904	0.0520	0.5475	1.2000e-003	0.1232	9.1000e-004	0.1241	0.0327	8.3000e-004	0.0335		119.4121	119.4121	4.9200e-003		119.5351
Total	**0.0904**	**0.0520**	**0.5475**	**1.2000e-003**	**0.1232**	**9.1000e-004**	**0.1241**	**0.0327**	**8.3000e-004**	**0.0335**		**119.4121**	**119.4121**	**4.9200e-003**		**119.5351**

3.4 Phase 1 - Paving - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2620**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

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	0.0904	0.0520	0.5475	1.2000e-003	0.1104	9.1000e-004	0.1113	0.0295	8.3000e-004	0.0304		119.4121	119.4121	4.9200e-003		119.5351
Total	**0.0904**	**0.0520**	**0.5475**	**1.2000e-003**	**0.1104**	**9.1000e-004**	**0.1113**	**0.0295**	**8.3000e-004**	**0.0304**		**119.4121**	**119.4121**	**4.9200e-003**		**119.5351**

3.5 Phase 2 - Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6923**	**1.6349**	**10.3272**	**3.5994**	**1.5041**	**5.1035**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.0527	1.5727	0.3095	6.5200e-003	0.1596	5.7900e-003	0.1654	0.0438	5.5400e-003	0.0493		683.5779	683.5779	0.0118		683.8720
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1125	0.0617	0.6550	1.5400e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		153.5469	153.5469	5.7900e-003		153.6917
Total	**0.1652**	**1.6344**	**0.9645**	**8.0600e-003**	**0.3239**	**6.9500e-003**	**0.3309**	**0.0874**	**6.6100e-003**	**0.0940**		**837.1248**	**837.1248**	**0.0176**		**837.5637**

3.5 Phase 2 - Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**3.3900**	**1.6349**	**5.0249**	**1.4038**	**1.5041**	**2.9079**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.0527	1.5727	0.3095	6.5200e-003	0.1451	5.7900e-003	0.1509	0.0402	5.5400e-003	0.0458		683.5779	683.5779	0.0118		683.8720
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1125	0.0617	0.6550	1.5400e-003	0.1472	1.1600e-003	0.1483	0.0394	1.0700e-003	0.0404		153.5469	153.5469	5.7900e-003		153.6917
Total	**0.1652**	**1.6344**	**0.9645**	**8.0600e-003**	**0.2923**	**6.9500e-003**	**0.2993**	**0.0796**	**6.6100e-003**	**0.0862**		**837.1248**	**837.1248**	**0.0176**		**837.5637**

3.6 Phase 2 - Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2570	5.7037	1.6541	0.0167	0.3661	0.0138	0.3799	0.1054	0.0132	0.1186		1,738.1951	1,738.1951	0.0843		1,740.3019
Worker	1.5127	0.8300	8.8092	0.0208	2.2098	0.0156	2.2254	0.5861	0.0144	0.6005		2,065.2058	2,065.2058	0.0779		2,067.1531
Total	**1.7696**	**6.5337**	**10.4633**	**0.0374**	**2.5759**	**0.0294**	**2.6053**	**0.6916**	**0.0276**	**0.7191**		**3,803.4009**	**3,803.4009**	**0.1622**		**3,807.4550**

3.6 Phase 2 - Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2570	5.7037	1.6541	0.0167	0.3349	0.0138	0.3487	0.0978	0.0132	0.1110		1,738.1951	1,738.1951	0.0843		1,740.3019
Worker	1.5127	0.8300	8.8092	0.0208	1.9793	0.0156	1.9949	0.5296	0.0144	0.5439		2,065.2058	2,065.2058	0.0779		2,067.1531
Total	**1.7696**	**6.5337**	**10.4633**	**0.0374**	**2.3142**	**0.0294**	**2.3436**	**0.6273**	**0.0276**	**0.6549**		**3,803.4009**	**3,803.4009**	**0.1622**		**3,807.4550**

3.6 Phase 2 - Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2118	4.7453	1.4491	0.0164	0.3661	7.1800e-003	0.3733	0.1054	6.8600e-003	0.1123		1,709.7364	1,709.7364	0.0646		1,711.3512
Worker	1.4109	0.7399	7.8950	0.0200	2.2098	0.0150	2.2248	0.5861	0.0138	0.6000		1,988.4381	1,988.4381	0.0687		1,990.1547
Total	**1.6227**	**5.4852**	**9.3441**	**0.0364**	**2.5759**	**0.0222**	**2.5981**	**0.6916**	**0.0207**	**0.7123**		**3,698.1745**	**3,698.1745**	**0.1333**		**3,701.5059**

3.6 Phase 2 - Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2118	4.7453	1.4491	0.0164	0.3349	7.1800e-003	0.3420	0.0978	6.8600e-003	0.1046		1,709.7364	1,709.7364	0.0646		1,711.3512
Worker	1.4109	0.7399	7.8950	0.0200	1.9793	0.0150	1.9943	0.5296	0.0138	0.5434		1,988.4381	1,988.4381	0.0687		1,990.1547
Total	**1.6227**	**5.4852**	**9.3441**	**0.0364**	**2.3142**	**0.0222**	**2.3364**	**0.6273**	**0.0207**	**0.6480**		**3,698.1745**	**3,698.1745**	**0.1333**		**3,701.5059**

3.6 Phase 2 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.1995	4.6404	1.3428	0.0163	0.3661	6.6300e-003	0.3728	0.1054	6.3400e-003	0.1118		1,700.2830	1,700.2830	0.0609		1,701.8059
Worker	1.3181	0.6634	7.1897	0.0192	2.2098	0.0145	2.2243	0.5861	0.0134	0.5995		1,912.0774	1,912.0774	0.0608		1,913.5963
Total	**1.5176**	**5.3038**	**8.5326**	**0.0355**	**2.5759**	**0.0212**	**2.5971**	**0.6916**	**0.0197**	**0.7113**		**3,612.3604**	**3,612.3604**	**0.1217**		**3,615.4021**

3.6 Phase 2 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.1995	4.6404	1.3428	0.0163	0.3349	6.6300e-003	0.3415	0.0978	6.3400e-003	0.1041		1,700.2830	1,700.2830	0.0609		1,701.8059
Worker	1.3181	0.6634	7.1897	0.0192	1.9793	0.0145	1.9938	0.5296	0.0134	0.5429		1,912.0774	1,912.0774	0.0608		1,913.5963
Total	**1.5176**	**5.3038**	**8.5326**	**0.0355**	**2.3142**	**0.0212**	**2.3353**	**0.6273**	**0.0197**	**0.6470**		**3,612.3604**	**3,612.3604**	**0.1217**		**3,615.4021**

3.7 Phase 2 - Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1092**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	0.0844	0.0463	0.4912	1.1600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		115.1602	115.1602	4.3400e-003		115.2688
Total	**0.0844**	**0.0463**	**0.4912**	**1.1600e-003**	**0.1232**	**8.7000e-004**	**0.1241**	**0.0327**	**8.0000e-004**	**0.0335**		**115.1602**	**115.1602**	**4.3400e-003**		**115.2688**

3.7 Phase 2 - Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1092**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	0.0844	0.0463	0.4912	1.1600e-003	0.1104	8.7000e-004	0.1112	0.0295	8.0000e-004	0.0303		115.1602	115.1602	4.3400e-003		115.2688
Total	**0.0844**	**0.0463**	**0.4912**	**1.1600e-003**	**0.1104**	**8.7000e-004**	**0.1112**	**0.0295**	**8.0000e-004**	**0.0303**		**115.1602**	**115.1602**	**4.3400e-003**		**115.2688**

3.8 Phase 1 - Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**32.1987**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.2832	0.1485	1.5849	4.0100e-003	0.4436	3.0200e-003	0.4466	0.1177	2.7800e-003	0.1204		399.1660	399.1660	0.0138		399.5106
Total	**0.2832**	**0.1485**	**1.5849**	**4.0100e-003**	**0.4436**	**3.0200e-003**	**0.4466**	**0.1177**	**2.7800e-003**	**0.1204**		**399.1660**	**399.1660**	**0.0138**		**399.5106**

3.8 Phase 1 - Coating - 2023

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**32.1987**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.2832	0.1485	1.5849	4.0100e-003	0.3973	3.0200e-003	0.4004	0.1063	2.7800e-003	0.1091		399.1660	399.1660	0.0138		399.5106
Total	**0.2832**	**0.1485**	**1.5849**	**4.0100e-003**	**0.3973**	**3.0200e-003**	**0.4004**	**0.1063**	**2.7800e-003**	**0.1091**		**399.1660**	**399.1660**	**0.0138**		**399.5106**

3.9 Phase 3 - Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**8.6923**	**1.4245**	**10.1168**	**3.5994**	**1.3105**	**4.9099**		**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

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	0.0417	1.1808	0.2833	6.3700e-003	0.1596	3.4700e-003	0.1631	0.0438	3.3200e-003	0.0471		667.7795	667.7795	8.9900e-003		668.0042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1049	0.0550	0.5870	1.4900e-003	0.1643	1.1200e-003	0.1654	0.0436	1.0300e-003	0.0446		147.8393	147.8393	5.1100e-003		147.9669
Total	**0.1466**	**1.2358**	**0.8703**	**7.8600e-003**	**0.3239**	**4.5900e-003**	**0.3285**	**0.0874**	**4.3500e-003**	**0.0917**		**815.6187**	**815.6187**	**0.0141**		**815.9711**

3.9 Phase 3 - Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**3.3900**	**1.4245**	**4.8145**	**1.4038**	**1.3105**	**2.7143**	**0.0000**	**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

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	0.0417	1.1808	0.2833	6.3700e-003	0.1452	3.4700e-003	0.1486	0.0402	3.3200e-003	0.0435		667.7795	667.7795	8.9900e-003		668.0042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1049	0.0550	0.5870	1.4900e-003	0.1472	1.1200e-003	0.1483	0.0394	1.0300e-003	0.0404		147.8393	147.8393	5.1100e-003		147.9669
Total	**0.1466**	**1.2358**	**0.8703**	**7.8600e-003**	**0.2923**	**4.5900e-003**	**0.2969**	**0.0796**	**4.3500e-003**	**0.0839**		**815.6187**	**815.6187**	**0.0141**		**815.9711**

3.10 Phase 3 - Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2118	4.7453	1.4491	0.0164	0.3661	7.1800e-003	0.3733	0.1054	6.8600e-003	0.1123		1,709.7364	1,709.7364	0.0646		1,711.3512
Worker	1.4109	0.7399	7.8950	0.0200	2.2098	0.0150	2.2248	0.5861	0.0138	0.6000		1,988.4381	1,988.4381	0.0687		1,990.1547
Total	**1.6227**	**5.4852**	**9.3441**	**0.0364**	**2.5759**	**0.0222**	**2.5981**	**0.6916**	**0.0207**	**0.7123**		**3,698.1745**	**3,698.1745**	**0.1333**		**3,701.5059**

3.10 Phase 3 - Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2118	4.7453	1.4491	0.0164	0.3349	7.1800e-003	0.3420	0.0978	6.8600e-003	0.1046		1,709.7364	1,709.7364	0.0646		1,711.3512
Worker	1.4109	0.7399	7.8950	0.0200	1.9793	0.0150	1.9943	0.5296	0.0138	0.5434		1,988.4381	1,988.4381	0.0687		1,990.1547
Total	**1.6227**	**5.4852**	**9.3441**	**0.0364**	**2.3142**	**0.0222**	**2.3364**	**0.6273**	**0.0207**	**0.6480**		**3,698.1745**	**3,698.1745**	**0.1333**		**3,701.5059**

3.10 Phase 3 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.1995	4.6404	1.3428	0.0163	0.3661	6.6300e-003	0.3728	0.1054	6.3400e-003	0.1118		1,700.2830	1,700.2830	0.0609		1,701.8059
Worker	1.3181	0.6634	7.1897	0.0192	2.2098	0.0145	2.2243	0.5861	0.0134	0.5995		1,912.0774	1,912.0774	0.0608		1,913.5963
Total	**1.5176**	**5.3038**	**8.5326**	**0.0355**	**2.5759**	**0.0212**	**2.5971**	**0.6916**	**0.0197**	**0.7113**		**3,612.3604**	**3,612.3604**	**0.1217**		**3,615.4021**

3.10 Phase 3 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.1995	4.6404	1.3428	0.0163	0.3349	6.6300e-003	0.3415	0.0978	6.3400e-003	0.1041		1,700.2830	1,700.2830	0.0609		1,701.8059
Worker	1.3181	0.6634	7.1897	0.0192	1.9793	0.0145	1.9938	0.5296	0.0134	0.5429		1,912.0774	1,912.0774	0.0608		1,913.5963
Total	**1.5176**	**5.3038**	**8.5326**	**0.0355**	**2.3142**	**0.0212**	**2.3353**	**0.6273**	**0.0197**	**0.6470**		**3,612.3604**	**3,612.3604**	**0.1217**		**3,615.4021**

3.10 Phase 3 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1903	4.5527	1.2643	0.0162	0.3661	6.2800e-003	0.3724	0.1054	6.0000e-003	0.1114		1,689.7987	1,689.7987	0.0580		1,691.2475
Worker	1.2327	0.5995	6.6028	0.0184	2.2098	0.0142	2.2240	0.5861	0.0131	0.5992		1,836.6436	1,836.6436	0.0545		1,838.0051
Total	**1.4230**	**5.1522**	**7.8671**	**0.0346**	**2.5759**	**0.0205**	**2.5964**	**0.6916**	**0.0191**	**0.7106**		**3,526.4423**	**3,526.4423**	**0.1124**		**3,529.2526**

3.10 Phase 3 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1903	4.5527	1.2643	0.0162	0.3349	6.2800e-003	0.3411	0.0978	6.0000e-003	0.1038		1,689.7987	1,689.7987	0.0580		1,691.2475
Worker	1.2327	0.5995	6.6028	0.0184	1.9793	0.0142	1.9935	0.5296	0.0131	0.5426		1,836.6436	1,836.6436	0.0545		1,838.0051
Total	**1.4230**	**5.1522**	**7.8671**	**0.0346**	**2.3142**	**0.0205**	**2.3346**	**0.6273**	**0.0191**	**0.6464**		**3,526.4423**	**3,526.4423**	**0.1124**		**3,529.2526**

3.11 Phase 3 - Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0391**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0787	0.0413	0.4402	1.1100e-003	0.1232	8.4000e-004	0.1241	0.0327	7.7000e-004	0.0335		110.8795	110.8795	3.8300e-003		110.9752
Total	**0.0787**	**0.0413**	**0.4402**	**1.1100e-003**	**0.1232**	**8.4000e-004**	**0.1241**	**0.0327**	**7.7000e-004**	**0.0335**		**110.8795**	**110.8795**	**3.8300e-003**		**110.9752**

3.11 Phase 3 - Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0391**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0787	0.0413	0.4402	1.1100e-003	0.1104	8.4000e-004	0.1112	0.0295	7.7000e-004	0.0303		110.8795	110.8795	3.8300e-003		110.9752
Total	**0.0787**	**0.0413**	**0.4402**	**1.1100e-003**	**0.1104**	**8.4000e-004**	**0.1112**	**0.0295**	**7.7000e-004**	**0.0303**		**110.8795**	**110.8795**	**3.8300e-003**		**110.9752**

3.12 Phase 2 - Coating - 2024

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**32.1878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	0.2646	0.1332	1.4433	3.8500e-003	0.4436	2.9200e-003	0.4465	0.1177	2.6800e-003	0.1204		383.8371	383.8371	0.0122		384.1420
Total	**0.2646**	**0.1332**	**1.4433**	**3.8500e-003**	**0.4436**	**2.9200e-003**	**0.4465**	**0.1177**	**2.6800e-003**	**0.1204**		**383.8371**	**383.8371**	**0.0122**		**384.1420**

3.12 Phase 2 - Coating - 2024

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**32.1878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	0.2646	0.1332	1.4433	3.8500e-003	0.3973	2.9200e-003	0.4003	0.1063	2.6800e-003	0.1090		383.8371	383.8371	0.0122		384.1420
Total	**0.2646**	**0.1332**	**1.4433**	**3.8500e-003**	**0.3973**	**2.9200e-003**	**0.4003**	**0.1063**	**2.6800e-003**	**0.1090**		**383.8371**	**383.8371**	**0.0122**		**384.1420**

3.13 Phase 3 - Coating - 2025

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2475	0.1204	1.3255	3.7000e-003	0.4436	2.8500e-003	0.4464	0.1177	2.6200e-003	0.1203		368.6943	368.6943	0.0109		368.9676
Total	**0.2475**	**0.1204**	**1.3255**	**3.7000e-003**	**0.4436**	**2.8500e-003**	**0.4464**	**0.1177**	**2.6200e-003**	**0.1203**		**368.6943**	**368.6943**	**0.0109**		**368.9676**

3.13 Phase 3 - Coating - 2025

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2475	0.1204	1.3255	3.7000e-003	0.3973	2.8500e-003	0.4002	0.1063	2.6200e-003	0.1089		368.6943	368.6943	0.0109		368.9676
Total	**0.2475**	**0.1204**	**1.3255**	**3.7000e-003**	**0.3973**	**2.8500e-003**	**0.4002**	**0.1063**	**2.6200e-003**	**0.1089**		**368.6943**	**368.6943**	**0.0109**		**368.9676**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Enclosed Parking Structure	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Unmitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Construction Phase 1-3

Great Basin UAPCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.50	Space	0.11	5,000.00	0
Enclosed Parking Structure	317.50	Space	2.86	127,000.00	0
City Park	0.25	Acre	0.25	10,890.00	0
Apartments Low Rise	290.00	Dwelling Unit	9.29	232,100.00	1007

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction Emissions Only. Due to CalEEMod limitations, construction emissions are modeled in two runs (Phase 1-3 and Phase 4-6).

Land Use - Construction of Project is modeled in two runs due to CalEEMod limitations; Phase 1-3 is shown.

Construction Phase - Project would be built in 6 phases. This run is Phase 1-3 due to CalEEMod limitations. See other CalEEMod run for Phases 4-6.

Trips and VMT - 14yrd3 per truck trip. Hauling distance = 50 miles.

Grading - Phase 1-3 = 14,761 cubic yards of cut, and 7,867 cubic yards of fill.

Architectural Coating - 2019 Calgreen Code Table 4.504.3

Vehicle Trips - Construction Emissions only.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction Emissions only.

Area Coating - Construction Emissions only.

Energy Use - Construction Emissions only.

Water And Wastewater - Construction Emissions only.

Solid Waste - Construction Emissions only.

Construction Off-road Equipment Mitigation - GBUAPCD Rule 401, haul roads will be paved and water will be applied 3 times a day.

Mobile Land Use Mitigation - Construction Emissions only.

Area Mitigation - Construction Emissions only.

Energy Mitigation - Construction Emissions only.

Water Mitigation - Construction Emissions only.

Waste Mitigation - Construction Emissions only.

Consumer Products - operational only.

Landscape Equipment - Operaitonal only.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00

tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaCoating	Area_Parking	7920	0
tblAreaCoating	Area_Residential_Exterior	153394	0
tblAreaCoating	Area_Residential_Interior	460181	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	12
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00

tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24NG	1,599.00	0.00
tblEnergyUse	T24E	775.93	0.00
tblEnergyUse	T24NG	9,200.58	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	159.50	0.00
tblFireplaces	NumberNoFireplace	29.00	0.00
tblFireplaces	NumberWood	101.50	0.00
tblFleetMix	HHD	0.05	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00

tblFleetMix	LHD2	5.1810e-003	0.00
tblFleetMix	MCY	5.2160e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	8.3500e-004	0.00
tblFleetMix	MHD	9.4330e-003	0.00
tblFleetMix	OBUS	4.5490e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6250e-003	0.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblLandUse	LandUseSquareFeet	290,000.00	232,100.00
tblLandUse	LotAcreage	18.13	9.29
tblLandUse	Population	829.00	1,007.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	133.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00

tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblWater	IndoorWaterUseRate	18,894,667.43	0.00
tblWater	OutdoorWaterUseRate	11,911,855.55	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00
tblWoodstoves	NumberCatalytic	14.50	0.00
tblWoodstoves	NumberNoncatalytic	14.50	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.6878	48.2269	43.6770	0.0885	9.0162	1.9935	11.0097	3.6867	1.8343	5.5210	0.0000	8,695.9520	8,695.9520	1.9632	0.0000	8,734.0363
2022	9.1179	62.5544	69.1759	0.1512	11.5921	2.4811	14.0732	4.3783	2.3002	6.6785	0.0000	14,888.4559	14,888.4559	2.7462	0.0000	14,945.5770
2023	39.7041	57.0197	66.5562	0.1491	12.0357	2.2253	14.2610	4.4959	2.0681	6.5640	0.0000	14,677.6371	14,677.6371	2.7377	0.0000	14,732.9752
2024	35.9347	37.3701	49.7358	0.1235	5.1518	1.2697	6.4215	1.3831	1.1939	2.5771	0.0000	12,189.7733	12,189.7733	1.4650	0.0000	12,226.3987
2025	32.4999	17.5577	24.1145	0.0609	2.5759	0.5484	3.1243	0.6916	0.5156	1.2072	0.0000	6,010.5228	6,010.5228	0.7196	0.0000	6,028.5134
Maximum	**39.7041**	**62.5544**	**69.1759**	**0.1512**	**12.0357**	**2.4811**	**14.2610**	**4.4959**	**2.3002**	**6.6785**	**0.0000**	**14,888.4559**	**14,888.4559**	**2.7462**	**0.0000**	**14,945.5770**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	5.6878	48.2269	43.6770	0.0885	3.6823	1.9935	5.6758	1.4833	1.8343	3.3177	0.0000	8,695.9520	8,695.9520	1.9632	0.0000	8,734.0363
2022	9.1179	62.5544	69.1759	0.1512	5.9965	2.4811	8.4776	2.1107	2.3002	4.4109	0.0000	14,888.4559	14,888.4559	2.7462	0.0000	14,945.5770
2023	39.7041	57.0197	66.5562	0.1491	6.3938	2.2253	8.6191	2.2170	2.0681	4.2850	0.0000	14,677.6371	14,677.6371	2.7377	0.0000	14,732.9752
2024	35.9347	37.3701	49.7358	0.1235	4.6283	1.2697	5.8980	1.2547	1.1939	2.4486	0.0000	12,189.7733	12,189.7733	1.4650	0.0000	12,226.3987
2025	32.4999	17.5577	24.1145	0.0609	2.3142	0.5484	2.8625	0.6273	0.5156	1.1430	0.0000	6,010.5228	6,010.5228	0.7196	0.0000	6,028.5134
Maximum	**39.7041**	**62.5544**	**69.1759**	**0.1512**	**6.3938**	**2.4811**	**8.6191**	**2.2170**	**2.3002**	**4.4109**	**0.0000**	**14,888.4559**	**14,888.4559**	**2.7462**	**0.0000**	**14,945.5770**

	ROG	NOx	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**	**42.99**	**0.00**	**35.50**	**47.44**	**0.00**	**30.79**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

	ROG	NOx	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	Phase 1 - Grading	Grading	6/1/2021	8/2/2021	5	45	
2	Phase 1- Building Construction	Building Construction	8/3/2021	2/6/2023	5	395	
3	Phase 1 - Paving	Paving	9/1/2021	11/2/2021	5	45	
4	Phase 2 - Grading	Grading	6/1/2022	8/2/2022	5	45	
5	Phase 2 - Building Construction	Building Construction	8/3/2022	2/6/2024	5	395	
6	Phase 2 - Paving	Paving	9/1/2022	11/2/2022	5	45	
7	Phase 1 - Coating	Architectural Coating	2/7/2023	6/12/2023	5	90	
8	Phase 3 - Grading	Grading	6/1/2023	8/2/2023	5	45	
9	Phase 3 - Building Construction	Building Construction	8/3/2023	2/5/2025	5	395	
10	Phase 3 - Paving	Paving	9/1/2023	11/2/2023	5	45	
11	Phase 2 - Coating	Architectural Coating	2/7/2024	6/11/2024	5	90	
12	Phase 3 - Coating	Architectural Coating	2/6/2025	6/11/2025	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.97

Residential Indoor: 460,181; Residential Outdoor: 153,394; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,920 (Architectural Coating – sqft)

OffRoad Equipment

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

Phase 2 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 2 - Paving	Rollers	2	8.00	80	0.38
Phase 2 - Coating	Air Compressors	1	6.00	78	0.48
Phase 3 - Grading	Excavators	2	8.00	158	0.38
Phase 3 - Grading	Graders	1	8.00	187	0.41
Phase 3 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 3 - Grading	Scrapers	2	8.00	367	0.48
Phase 3 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 3 - Building Construction	Cranes	1	7.00	231	0.29
Phase 3 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 3 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 3 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 3 - Building Construction	Welders	1	8.00	46	0.45
Phase 3 - Paving	Pavers	2	8.00	130	0.42
Phase 3 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 3 - Paving	Rollers	2	8.00	80	0.38
Phase 3 - Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase 1 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 1- Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Phase 1 - Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6923**	**1.9853**	**10.6776**	**3.5994**	**1.8265**	**5.4259**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0577	1.7552	0.3422	6.5200e-003	0.1596	6.9800e-003	0.1666	0.0438	6.6800e-003	0.0505		682.6335	682.6335	0.0138		682.9779
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1563	0.0719	0.7340	1.6000e-003	0.1643	1.2100e-003	0.1655	0.0436	1.1100e-003	0.0447		158.8004	158.8004	6.5800e-003		158.9648
Total	**0.2139**	**1.8271**	**1.0762**	**8.1200e-003**	**0.3239**	**8.1900e-003**	**0.3321**	**0.0874**	**7.7900e-003**	**0.0951**		**841.4339**	**841.4339**	**0.0204**		**841.9428**

3.2 Phase 1 - Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**3.3900**	**1.9853**	**5.3753**	**1.4038**	**1.8265**	**3.2303**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0577	1.7552	0.3422	6.5200e-003	0.1451	6.9800e-003	0.1521	0.0402	6.6800e-003	0.0469		682.6335	682.6335	0.0138		682.9779
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1563	0.0719	0.7340	1.6000e-003	0.1472	1.2100e-003	0.1484	0.0394	1.1100e-003	0.0405		158.8004	158.8004	6.5800e-003		158.9648
Total	**0.2139**	**1.8271**	**1.0762**	**8.1200e-003**	**0.2923**	**8.1900e-003**	**0.3005**	**0.0796**	**7.7900e-003**	**0.0874**		**841.4339**	**841.4339**	**0.0204**		**841.9428**

3.3 Phase 1- Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.3058	5.9227	2.0256	0.0161	0.3661	0.0168	0.3829	0.1054	0.0161	0.1215		1,680.4110	1,680.4110	0.1001		1,682.9142
Worker	2.1019	0.9665	9.8724	0.0215	2.2098	0.0163	2.2260	0.5861	0.0150	0.6011		2,135.8659	2,135.8659	0.0884		2,138.0769
Total	**2.4077**	**6.8892**	**11.8981**	**0.0376**	**2.5759**	**0.0331**	**2.6090**	**0.6916**	**0.0311**	**0.7226**		**3,816.2769**	**3,816.2769**	**0.1886**		**3,820.9912**

3.3 Phase 1- Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

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	0.3058	5.9227	2.0256	0.0161	0.3348	0.0168	0.3517	0.0978	0.0161	0.1139		1,680.4110	1,680.4110	0.1001		1,682.9142
Worker	2.1019	0.9665	9.8724	0.0215	1.9793	0.0163	1.9956	0.5296	0.0150	0.5445		2,135.8659	2,135.8659	0.0884		2,138.0769
Total	**2.4077**	**6.8892**	**11.8981**	**0.0376**	**2.3142**	**0.0331**	**2.3472**	**0.6273**	**0.0311**	**0.6584**		**3,816.2769**	**3,816.2769**	**0.1886**		**3,820.9912**

3.3 Phase 1- Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2800	5.5966	1.8324	0.0160	0.3661	0.0146	0.3807	0.1054	0.0139	0.1194		1,668.8185	1,668.8185	0.0932		1,671.1493
Worker	1.9633	0.8611	8.8550	0.0207	2.2098	0.0156	2.2254	0.5861	0.0144	0.6005		2,059.8159	2,059.8159	0.0781		2,061.7676
Total	**2.2434**	**6.4576**	**10.6874**	**0.0367**	**2.5759**	**0.0302**	**2.6060**	**0.6916**	**0.0283**	**0.7199**		**3,728.6344**	**3,728.6344**	**0.1713**		**3,732.9169**

3.3 Phase 1- Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2800	5.5966	1.8324	0.0160	0.3349	0.0146	0.3494	0.0978	0.0139	0.1117		1,668.8185	1,668.8185	0.0932		1,671.1493
Worker	1.9633	0.8611	8.8550	0.0207	1.9793	0.0156	1.9949	0.5296	0.0144	0.5439		2,059.8159	2,059.8159	0.0781		2,061.7676
Total	**2.2434**	**6.4576**	**10.6874**	**0.0367**	**2.3142**	**0.0302**	**2.3443**	**0.6273**	**0.0283**	**0.6556**		**3,728.6344**	**3,728.6344**	**0.1713**		**3,732.9169**

3.3 Phase 1- Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2315	4.6576	1.5882	0.0157	0.3661	7.6000e-003	0.3737	0.1054	7.2600e-003	0.1127		1,641.2705	1,641.2705	0.0712		1,643.0513
Worker	1.8326	0.7676	7.9327	0.0199	2.2098	0.0150	2.2248	0.5861	0.0138	0.6000		1,983.2509	1,983.2509	0.0688		1,984.9704
Total	**2.0641**	**5.4252**	**9.5208**	**0.0357**	**2.5759**	**0.0226**	**2.5985**	**0.6916**	**0.0211**	**0.7127**		**3,624.5215**	**3,624.5215**	**0.1400**		**3,628.0217**

3.3 Phase 1- Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2315	4.6576	1.5882	0.0157	0.3349	7.6000e-003	0.3425	0.0978	7.2600e-003	0.1050		1,641.2705	1,641.2705	0.0712		1,643.0513
Worker	1.8326	0.7676	7.9327	0.0199	1.9793	0.0150	1.9943	0.5296	0.0138	0.5434		1,983.2509	1,983.2509	0.0688		1,984.9704
Total	**2.0641**	**5.4252**	**9.5208**	**0.0357**	**2.3142**	**0.0226**	**2.3368**	**0.6273**	**0.0211**	**0.6484**		**3,624.5215**	**3,624.5215**	**0.1400**		**3,628.0217**

3.4 Phase 1 - Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2620**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

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	0.1172	0.0539	0.5505	1.2000e-003	0.1232	9.1000e-004	0.1241	0.0327	8.3000e-004	0.0335		119.1003	119.1003	4.9300e-003		119.2236
Total	**0.1172**	**0.0539**	**0.5505**	**1.2000e-003**	**0.1232**	**9.1000e-004**	**0.1241**	**0.0327**	**8.3000e-004**	**0.0335**		**119.1003**	**119.1003**	**4.9300e-003**		**119.2236**

3.4 Phase 1 - Paving - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2620**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

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	0.1172	0.0539	0.5505	1.2000e-003	0.1104	9.1000e-004	0.1113	0.0295	8.3000e-004	0.0304		119.1003	119.1003	4.9300e-003		119.2236
Total	**0.1172**	**0.0539**	**0.5505**	**1.2000e-003**	**0.1104**	**9.1000e-004**	**0.1113**	**0.0295**	**8.3000e-004**	**0.0304**		**119.1003**	**119.1003**	**4.9300e-003**		**119.2236**

3.5 Phase 2 - Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6923**	**1.6349**	**10.3272**	**3.5994**	**1.5041**	**5.1035**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.0539	1.5737	0.3301	6.4400e-003	0.1596	5.8900e-003	0.1655	0.0438	5.6300e-003	0.0494		674.3237	674.3237	0.0130		674.6475
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1460	0.0640	0.6584	1.5400e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0700e-003	0.0447		153.1462	153.1462	5.8000e-003		153.2913
Total	**0.1999**	**1.6377**	**0.9885**	**7.9800e-003**	**0.3239**	**7.0500e-003**	**0.3309**	**0.0874**	**6.7000e-003**	**0.0941**		**827.4699**	**827.4699**	**0.0188**		**827.9388**

3.5 Phase 2 - Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**3.3900**	**1.6349**	**5.0249**	**1.4038**	**1.5041**	**2.9079**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.0539	1.5737	0.3301	6.4400e-003	0.1451	5.8900e-003	0.1510	0.0402	5.6300e-003	0.0459		674.3237	674.3237	0.0130		674.6475
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1460	0.0640	0.6584	1.5400e-003	0.1472	1.1600e-003	0.1483	0.0394	1.0700e-003	0.0404		153.1462	153.1462	5.8000e-003		153.2913
Total	**0.1999**	**1.6377**	**0.9885**	**7.9800e-003**	**0.2923**	**7.0500e-003**	**0.2994**	**0.0796**	**6.7000e-003**	**0.0863**		**827.4699**	**827.4699**	**0.0188**		**827.9388**

3.6 Phase 2 - Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2800	5.5966	1.8324	0.0160	0.3661	0.0146	0.3807	0.1054	0.0139	0.1194		1,668.8185	1,668.8185	0.0932		1,671.1493
Worker	1.9633	0.8611	8.8550	0.0207	2.2098	0.0156	2.2254	0.5861	0.0144	0.6005		2,059.8159	2,059.8159	0.0781		2,061.7676
Total	**2.2434**	**6.4576**	**10.6874**	**0.0367**	**2.5759**	**0.0302**	**2.6060**	**0.6916**	**0.0283**	**0.7199**		**3,728.6344**	**3,728.6344**	**0.1713**		**3,732.9169**

3.6 Phase 2 - Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.2800	5.5966	1.8324	0.0160	0.3349	0.0146	0.3494	0.0978	0.0139	0.1117		1,668.8185	1,668.8185	0.0932		1,671.1493
Worker	1.9633	0.8611	8.8550	0.0207	1.9793	0.0156	1.9949	0.5296	0.0144	0.5439		2,059.8159	2,059.8159	0.0781		2,061.7676
Total	**2.2434**	**6.4576**	**10.6874**	**0.0367**	**2.3142**	**0.0302**	**2.3443**	**0.6273**	**0.0283**	**0.6556**		**3,728.6344**	**3,728.6344**	**0.1713**		**3,732.9169**

3.6 Phase 2 - Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2315	4.6576	1.5882	0.0157	0.3661	7.6000e-003	0.3737	0.1054	7.2600e-003	0.1127		1,641.2705	1,641.2705	0.0712		1,643.0513
Worker	1.8326	0.7676	7.9327	0.0199	2.2098	0.0150	2.2248	0.5861	0.0138	0.6000		1,983.2509	1,983.2509	0.0688		1,984.9704
Total	**2.0641**	**5.4252**	**9.5208**	**0.0357**	**2.5759**	**0.0226**	**2.5985**	**0.6916**	**0.0211**	**0.7127**		**3,624.5215**	**3,624.5215**	**0.1400**		**3,628.0217**

3.6 Phase 2 - Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2315	4.6576	1.5882	0.0157	0.3349	7.6000e-003	0.3425	0.0978	7.2600e-003	0.1050		1,641.2705	1,641.2705	0.0712		1,643.0513
Worker	1.8326	0.7676	7.9327	0.0199	1.9793	0.0150	1.9943	0.5296	0.0138	0.5434		1,983.2509	1,983.2509	0.0688		1,984.9704
Total	**2.0641**	**5.4252**	**9.5208**	**0.0357**	**2.3142**	**0.0226**	**2.3368**	**0.6273**	**0.0211**	**0.6484**		**3,624.5215**	**3,624.5215**	**0.1400**		**3,628.0217**

3.6 Phase 2 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.2180	4.5531	1.4791	0.0157	0.3661	6.9900e-003	0.3731	0.1054	6.6800e-003	0.1121		1,632.0958	1,632.0958	0.0673		1,633.7790
Worker	1.7135	0.6882	7.2220	0.0192	2.2098	0.0145	2.2243	0.5861	0.0134	0.5995		1,907.0920	1,907.0920	0.0608		1,908.6127
Total	**1.9314**	**5.2413**	**8.7011**	**0.0348**	**2.5759**	**0.0215**	**2.5974**	**0.6916**	**0.0201**	**0.7116**		**3,539.1878**	**3,539.1878**	**0.1282**		**3,542.3917**

3.6 Phase 2 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.2180	4.5531	1.4791	0.0157	0.3349	6.9900e-003	0.3419	0.0978	6.6800e-003	0.1044		1,632.0958	1,632.0958	0.0673		1,633.7790
Worker	1.7135	0.6882	7.2220	0.0192	1.9793	0.0145	1.9938	0.5296	0.0134	0.5429		1,907.0920	1,907.0920	0.0608		1,908.6127
Total	**1.9314**	**5.2413**	**8.7011**	**0.0348**	**2.3142**	**0.0215**	**2.3357**	**0.6273**	**0.0201**	**0.6474**		**3,539.1878**	**3,539.1878**	**0.1282**		**3,542.3917**

3.7 Phase 2 - Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1092**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	0.1095	0.0480	0.4938	1.1500e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		114.8596	114.8596	4.3500e-003		114.9685
Total	**0.1095**	**0.0480**	**0.4938**	**1.1500e-003**	**0.1232**	**8.7000e-004**	**0.1241**	**0.0327**	**8.0000e-004**	**0.0335**		**114.8596**	**114.8596**	**4.3500e-003**		**114.9685**

3.7 Phase 2 - Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1092**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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	0.1095	0.0480	0.4938	1.1500e-003	0.1104	8.7000e-004	0.1112	0.0295	8.0000e-004	0.0303		114.8596	114.8596	4.3500e-003		114.9685
Total	**0.1095**	**0.0480**	**0.4938**	**1.1500e-003**	**0.1104**	**8.7000e-004**	**0.1112**	**0.0295**	**8.0000e-004**	**0.0303**		**114.8596**	**114.8596**	**4.3500e-003**		**114.9685**

3.8 Phase 1 - Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**32.1987**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.3679	0.1541	1.5924	4.0000e-003	0.4436	3.0200e-003	0.4466	0.1177	2.7800e-003	0.1204		398.1247	398.1247	0.0138		398.4699
Total	**0.3679**	**0.1541**	**1.5924**	**4.0000e-003**	**0.4436**	**3.0200e-003**	**0.4466**	**0.1177**	**2.7800e-003**	**0.1204**		**398.1247**	**398.1247**	**0.0138**		**398.4699**

3.8 Phase 1 - Coating - 2023

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**32.1987**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.3679	0.1541	1.5924	4.0000e-003	0.3973	3.0200e-003	0.4004	0.1063	2.7800e-003	0.1091		398.1247	398.1247	0.0138		398.4699
Total	**0.3679**	**0.1541**	**1.5924**	**4.0000e-003**	**0.3973**	**3.0200e-003**	**0.4004**	**0.1063**	**2.7800e-003**	**0.1091**		**398.1247**	**398.1247**	**0.0138**		**398.4699**

3.9 Phase 3 - Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**8.6923**	**1.4245**	**10.1168**	**3.5994**	**1.3105**	**4.9099**		**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

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	0.0427	1.1799	0.2989	6.2900e-003	0.1596	3.5200e-003	0.1631	0.0438	3.3700e-003	0.0471		658.6480	658.6480	9.8600e-003		658.8946
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1363	0.0571	0.5898	1.4800e-003	0.1643	1.1200e-003	0.1654	0.0436	1.0300e-003	0.0446		147.4536	147.4536	5.1100e-003		147.5814
Total	**0.1789**	**1.2369**	**0.8887**	**7.7700e-003**	**0.3239**	**4.6400e-003**	**0.3285**	**0.0874**	**4.4000e-003**	**0.0918**		**806.1016**	**806.1016**	**0.0150**		**806.4761**

3.9 Phase 3 - Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**3.3900**	**1.4245**	**4.8145**	**1.4038**	**1.3105**	**2.7143**	**0.0000**	**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

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	0.0427	1.1799	0.2989	6.2900e-003	0.1452	3.5200e-003	0.1487	0.0402	3.3700e-003	0.0436		658.6480	658.6480	9.8600e-003		658.8946
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1363	0.0571	0.5898	1.4800e-003	0.1472	1.1200e-003	0.1483	0.0394	1.0300e-003	0.0404		147.4536	147.4536	5.1100e-003		147.5814
Total	**0.1789**	**1.2369**	**0.8887**	**7.7700e-003**	**0.2923**	**4.6400e-003**	**0.2970**	**0.0796**	**4.4000e-003**	**0.0840**		**806.1016**	**806.1016**	**0.0150**		**806.4761**

3.10 Phase 3 - Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2315	4.6576	1.5882	0.0157	0.3661	7.6000e-003	0.3737	0.1054	7.2600e-003	0.1127		1,641.2705	1,641.2705	0.0712		1,643.0513
Worker	1.8326	0.7676	7.9327	0.0199	2.2098	0.0150	2.2248	0.5861	0.0138	0.6000		1,983.2509	1,983.2509	0.0688		1,984.9704
Total	**2.0641**	**5.4252**	**9.5208**	**0.0357**	**2.5759**	**0.0226**	**2.5985**	**0.6916**	**0.0211**	**0.7127**		**3,624.5215**	**3,624.5215**	**0.1400**		**3,628.0217**

3.10 Phase 3 - Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.2315	4.6576	1.5882	0.0157	0.3349	7.6000e-003	0.3425	0.0978	7.2600e-003	0.1050		1,641.2705	1,641.2705	0.0712		1,643.0513
Worker	1.8326	0.7676	7.9327	0.0199	1.9793	0.0150	1.9943	0.5296	0.0138	0.5434		1,983.2509	1,983.2509	0.0688		1,984.9704
Total	**2.0641**	**5.4252**	**9.5208**	**0.0357**	**2.3142**	**0.0226**	**2.3368**	**0.6273**	**0.0211**	**0.6484**		**3,624.5215**	**3,624.5215**	**0.1400**		**3,628.0217**

3.10 Phase 3 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.2180	4.5531	1.4791	0.0157	0.3661	6.9900e-003	0.3731	0.1054	6.6800e-003	0.1121		1,632.0958	1,632.0958	0.0673		1,633.7790
Worker	1.7135	0.6882	7.2220	0.0192	2.2098	0.0145	2.2243	0.5861	0.0134	0.5995		1,907.0920	1,907.0920	0.0608		1,908.6127
Total	**1.9314**	**5.2413**	**8.7011**	**0.0348**	**2.5759**	**0.0215**	**2.5974**	**0.6916**	**0.0201**	**0.7116**		**3,539.1878**	**3,539.1878**	**0.1282**		**3,542.3917**

3.10 Phase 3 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.2180	4.5531	1.4791	0.0157	0.3349	6.9900e-003	0.3419	0.0978	6.6800e-003	0.1044		1,632.0958	1,632.0958	0.0673		1,633.7790
Worker	1.7135	0.6882	7.2220	0.0192	1.9793	0.0145	1.9938	0.5296	0.0134	0.5429		1,907.0920	1,907.0920	0.0608		1,908.6127
Total	**1.9314**	**5.2413**	**8.7011**	**0.0348**	**2.3142**	**0.0215**	**2.3357**	**0.6273**	**0.0201**	**0.6474**		**3,539.1878**	**3,539.1878**	**0.1282**		**3,542.3917**

3.10 Phase 3 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.2079	4.4661	1.3983	0.0156	0.3661	6.6100e-003	0.3727	0.1054	6.3200e-003	0.1118		1,622.1900	1,622.1900	0.0642		1,623.7940
Worker	1.6045	0.6219	6.6315	0.0184	2.2098	0.0142	2.2240	0.5861	0.0131	0.5992		1,831.8585	1,831.8585	0.0545		1,833.2213
Total	**1.8124**	**5.0881**	**8.0298**	**0.0339**	**2.5759**	**0.0208**	**2.5967**	**0.6916**	**0.0194**	**0.7109**		**3,454.0485**	**3,454.0485**	**0.1187**		**3,457.0153**

3.10 Phase 3 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.2079	4.4661	1.3983	0.0156	0.3349	6.6100e-003	0.3415	0.0978	6.3200e-003	0.1041		1,622.1900	1,622.1900	0.0642		1,623.7940
Worker	1.6045	0.6219	6.6315	0.0184	1.9793	0.0142	1.9935	0.5296	0.0131	0.5426		1,831.8585	1,831.8585	0.0545		1,833.2213
Total	**1.8124**	**5.0881**	**8.0298**	**0.0339**	**2.3142**	**0.0208**	**2.3350**	**0.6273**	**0.0194**	**0.6467**		**3,454.0485**	**3,454.0485**	**0.1187**		**3,457.0153**

3.11 Phase 3 - Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0391**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.1022	0.0428	0.4423	1.1100e-003	0.1232	8.4000e-004	0.1241	0.0327	7.7000e-004	0.0335		110.5902	110.5902	3.8400e-003		110.6861
Total	**0.1022**	**0.0428**	**0.4423**	**1.1100e-003**	**0.1232**	**8.4000e-004**	**0.1241**	**0.0327**	**7.7000e-004**	**0.0335**		**110.5902**	**110.5902**	**3.8400e-003**		**110.6861**

3.11 Phase 3 - Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0391**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.1022	0.0428	0.4423	1.1100e-003	0.1104	8.4000e-004	0.1112	0.0295	7.7000e-004	0.0303		110.5902	110.5902	3.8400e-003		110.6861
Total	**0.1022**	**0.0428**	**0.4423**	**1.1100e-003**	**0.1104**	**8.4000e-004**	**0.1112**	**0.0295**	**7.7000e-004**	**0.0303**		**110.5902**	**110.5902**	**3.8400e-003**		**110.6861**

3.12 Phase 2 - Coating - 2024

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**32.1878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	0.3440	0.1382	1.4498	3.8400e-003	0.4436	2.9200e-003	0.4465	0.1177	2.6800e-003	0.1204		382.8363	382.8363	0.0122		383.1416
Total	**0.3440**	**0.1382**	**1.4498**	**3.8400e-003**	**0.4436**	**2.9200e-003**	**0.4465**	**0.1177**	**2.6800e-003**	**0.1204**		**382.8363**	**382.8363**	**0.0122**		**383.1416**

3.12 Phase 2 - Coating - 2024

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**32.1878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

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	0.3440	0.1382	1.4498	3.8400e-003	0.3973	2.9200e-003	0.4003	0.1063	2.6800e-003	0.1090		382.8363	382.8363	0.0122		383.1416
Total	**0.3440**	**0.1382**	**1.4498**	**3.8400e-003**	**0.3973**	**2.9200e-003**	**0.4003**	**0.1063**	**2.6800e-003**	**0.1090**		**382.8363**	**382.8363**	**0.0122**		**383.1416**

3.13 Phase 3 - Coating - 2025

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.3221	0.1249	1.3312	3.6900e-003	0.4436	2.8500e-003	0.4464	0.1177	2.6200e-003	0.1203		367.7337	367.7337	0.0109		368.0073
Total	**0.3221**	**0.1249**	**1.3312**	**3.6900e-003**	**0.4436**	**2.8500e-003**	**0.4464**	**0.1177**	**2.6200e-003**	**0.1203**		**367.7337**	**367.7337**	**0.0109**		**368.0073**

3.13 Phase 3 - Coating - 2025

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.3221	0.1249	1.3312	3.6900e-003	0.3973	2.8500e-003	0.4002	0.1063	2.6200e-003	0.1089		367.7337	367.7337	0.0109		368.0073
Total	**0.3221**	**0.1249**	**1.3312**	**3.6900e-003**	**0.3973**	**2.8500e-003**	**0.4002**	**0.1063**	**2.6200e-003**	**0.1089**		**367.7337**	**367.7337**	**0.0109**		**368.0073**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Enclosed Parking Structure	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Unmitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Construction Phase 4-6

Great Basin UAPCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.50	Space	0.11	5,000.00	0
Unenclosed Parking Structure	317.50	Space	2.86	127,000.00	0
City Park	0.25	Acre	0.25	10,890.00	0
Apartments Low Rise	290.00	Dwelling Unit	9.29	232,100.00	1007

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Annual

Project Characteristics - Construction Emissions Only. Due to CalEEMod limitations, construction emissions are modeled in two runs (Phase 1-3 and Phase 4-6).

Land Use - Construction of Project is modeled in two runs due to CalEEMod limitations; Phase 4-6 is shown.

Construction Phase - Project would be built in 6 phases. This run is Phase 4-6 due to CalEEMod limitations. See other CalEEMod run for Phases 1-3. Construction will be done in June 2028.

Trips and VMT - 14yrd3 per truck trip. Hauling distance = 50 miles.

Grading - Phase 1-3 = 14,761 cubic yards of cut, and 7,867 cubic yards of fill.

Architectural Coating - 2019 Calgreen Code Table 4.504.3

Vehicle Trips - Construction Emissions only.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction Emissions only.

Area Coating - Construction Emissions only.

Energy Use - Construction Emissions only.

Water And Wastewater - Construction Emissions only.

Solid Waste - Construction Emissions only.

Construction Off-road Equipment Mitigation - GBUAPCD Rule 401, haul roads will be paved and water will be applied 3 times a day.

Mobile Land Use Mitigation - Construction Emissions only.

Area Mitigation - Construction Emissions only.

Energy Mitigation - Construction Emissions only.

Water Mitigation - Construction Emissions only.

Waste Mitigation - Construction Emissions only.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00

tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaCoating	Area_Parking	7920	0
tblAreaCoating	Area_Residential_Exterior	156668	0
tblAreaCoating	Area_Residential_Interior	470003	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	12

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Annual

tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	PhaseEndDate	8/4/2028	6/11/2027
tblConstructionPhase	PhaseEndDate	9/1/2028	6/9/2028
tblConstructionPhase	PhaseEndDate	7/7/2028	6/12/2026
tblConstructionPhase	PhaseEndDate	11/28/2025	2/6/2026
tblConstructionPhase	PhaseEndDate	1/22/2027	2/5/2027
tblConstructionPhase	PhaseEndDate	3/17/2028	2/24/2028
tblConstructionPhase	PhaseEndDate	7/12/2024	8/2/2024
tblConstructionPhase	PhaseEndDate	8/23/2024	8/1/2025
tblConstructionPhase	PhaseEndDate	10/4/2024	7/31/2026
tblConstructionPhase	PhaseEndDate	6/9/2028	11/2/2026
tblConstructionPhase	PhaseEndDate	4/14/2028	11/1/2024
tblConstructionPhase	PhaseEndDate	5/12/2028	10/31/2025
tblConstructionPhase	PhaseStartDate	7/8/2028	2/6/2027

tblConstructionPhase	PhaseStartDate	8/5/2028	2/5/2028
tblConstructionPhase	PhaseStartDate	6/10/2028	2/7/2026
tblConstructionPhase	PhaseStartDate	10/5/2024	8/3/2024
tblConstructionPhase	PhaseStartDate	11/29/2025	8/2/2025
tblConstructionPhase	PhaseStartDate	1/23/2027	8/21/2026
tblConstructionPhase	PhaseStartDate	7/13/2024	6/1/2025
tblConstructionPhase	PhaseStartDate	8/24/2024	6/1/2026
tblConstructionPhase	PhaseStartDate	5/13/2028	9/1/2026
tblConstructionPhase	PhaseStartDate	3/18/2028	9/1/2024
tblConstructionPhase	PhaseStartDate	4/15/2028	9/1/2025
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.75	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24NG	1,599.00	0.00
tblEnergyUse	T24E	775.93	0.00
tblEnergyUse	T24NG	9,200.58	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	159.50	0.00
tblFireplaces	NumberNoFireplace	29.00	0.00
tblFireplaces	NumberWood	101.50	0.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialImported	0.00	2,622.00

tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblLandUse	LandUseSquareFeet	290,000.00	232,100.00
tblLandUse	LotAcreage	18.13	9.29
tblLandUse	Population	829.00	1,007.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	133.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblWater	IndoorWaterUseRate	18,894,667.43	0.00
tblWater	OutdoorWaterUseRate	11,911,855.55	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00
tblWoodstoves	NumberCatalytic	14.50	0.00
tblWoodstoves	NumberNoncatalytic	14.50	0.00

tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.2602	1.9812	2.3101	5.3900e-003	0.3388	0.0747	0.4135	0.1196	0.0694	0.1889	0.0000	480.1956	480.1956	0.0899	0.0000	482.4432
2025	0.6078	4.1227	5.3905	0.0133	0.6657	0.1361	0.8018	0.2076	0.1273	0.3348	0.0000	1,186.4230	1,186.4230	0.1742	0.0000	1,190.7784
2026	2.0699	4.2758	5.5836	0.0139	0.7025	0.1422	0.8447	0.2174	0.1332	0.3506	0.0000	1,237.0164	1,237.0164	0.1783	0.0000	1,241.4749
2027	1.8364	2.5644	3.4315	8.7800e-003	0.3774	0.0808	0.4582	0.1015	0.0761	0.1777	0.0000	785.4937	785.4937	0.0920	0.0000	787.7942
2028	1.5073	0.3950	0.5684	1.4200e-003	0.0680	0.0131	0.0810	0.0182	0.0124	0.0307	0.0000	126.9074	126.9074	0.0132	0.0000	127.2374
Maximum	**2.0699**	**4.2758**	**5.5836**	**0.0139**	**0.7025**	**0.1422**	**0.8447**	**0.2174**	**0.1332**	**0.3506**	**0.0000**	**1,237.0164**	**1,237.0164**	**0.1783**	**0.0000**	**1,241.4749**

2.1 Overall Construction

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					
2024	0.2602	1.9812	2.3101	5.3900e-003	0.2051	0.0747	0.2797	0.0666	0.0694	0.1360	0.0000	480.1953	480.1953	0.0899	0.0000	482.4429
2025	0.6078	4.1227	5.3905	0.0133	0.4989	0.1361	0.6350	0.1465	0.1273	0.2738	0.0000	1,186.4223	1,186.4223	0.1742	0.0000	1,190.7777
2026	2.0699	4.2758	5.5836	0.0139	0.5320	0.1422	0.6742	0.1554	0.1332	0.2886	0.0000	1,237.0156	1,237.0156	0.1783	0.0000	1,241.4742
2027	1.8364	2.5644	3.4315	8.7800e-003	0.3392	0.0808	0.4200	0.0922	0.0761	0.1683	0.0000	785.4933	785.4933	0.0920	0.0000	787.7938
2028	1.5073	0.3950	0.5684	1.4200e-003	0.0611	0.0131	0.0741	0.0165	0.0124	0.0290	0.0000	126.9073	126.9073	0.0132	0.0000	127.2373
Maximum	**2.0699**	**4.2758**	**5.5836**	**0.0139**	**0.5320**	**0.1422**	**0.6742**	**0.1554**	**0.1332**	**0.2886**	**0.0000**	**1,237.0156**	**1,237.0156**	**0.1783**	**0.0000**	**1,241.4742**

	ROG	NOx	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**	**23.98**	**0.00**	**19.86**	**28.16**	**0.00**	**17.28**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**6-1-2024**	**8-31-2024**	1.0555	1.0555
2	**9-1-2024**	**11-30-2024**	0.9497	0.9497
3	**12-1-2024**	**2-28-2025**	0.6815	0.6815
4	**3-1-2025**	**5-31-2025**	0.6743	0.6743
5	**6-1-2025**	**8-31-2025**	1.6002	1.6002
6	**9-1-2025**	**11-30-2025**	1.5505	1.5505

7	**12-1-2025**	**2-28-2026**	1.4272	1.4272
8	**3-1-2026**	**5-31-2026**	1.7740	1.7740
9	**6-1-2026**	**8-31-2026**	1.5856	1.5856
10	**9-1-2026**	**11-30-2026**	1.5424	1.5424
11	**12-1-2026**	**2-28-2027**	1.4189	1.4189
12	**3-1-2027**	**5-31-2027**	1.7663	1.7663
13	**6-1-2027**	**8-31-2027**	0.7893	0.7893
14	**9-1-2027**	**11-30-2027**	0.6561	0.6561
15	**12-1-2027**	**2-29-2028**	0.9198	0.9198
16	**3-1-2028**	**5-31-2028**	1.1053	1.1053
17	**6-1-2028**	**8-31-2028**	0.1081	0.1081
		Highest	1.7740	1.7740

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	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**3.5233**	**3.5233**	**3.3800e-003**	**0.0000**	**3.6078**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**3.5233**	**3.5233**	**3.3800e-003**	**0.0000**	**3.6078**

	ROG	NOx	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

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 4 - Grading	Grading	6/1/2024	8/2/2024	5	45	
2	Phase 5 - Grading	Grading	6/1/2025	8/1/2025	5	45	
3	Phase 6 - Grading	Grading	6/1/2026	7/31/2026	5	45	
4	Phase 4 - Building Construction	Building Construction	8/3/2024	2/6/2026	5	395	
5	Phase 5 - Building Construction	Building Construction	8/2/2025	2/5/2027	5	395	
6	Phase 6 - Building Construction	Building Construction	8/21/2026	2/24/2028	5	395	
7	Phase 4 - Paving	Paving	9/1/2024	11/1/2024	5	45	
8	Phase 5 - Paving	Paving	9/1/2025	10/31/2025	5	45	
9	Phase 6 - Paving	Paving	9/1/2026	11/2/2026	5	45	
10	Phase 4 - Coating	Architectural Coating	2/7/2026	6/12/2026	5	90	
11	Phase 5 - Coating	Architectural Coating	2/6/2027	6/11/2027	5	90	
12	Phase 6 - Coating	Architectural Coating	2/5/2028	6/9/2028	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.97

Residential Indoor: 460,181; Residential Outdoor: 153,394; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,920 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 4 - Grading	Excavators	2	8.00	158	0.38
Phase 4 - Grading	Graders	1	8.00	187	0.41
Phase 4 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 4 - Grading	Scrapers	2	8.00	367	0.48

Phase 4 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 5 - Grading	Excavators	2	8.00	158	0.38
Phase 5 - Grading	Graders	1	8.00	187	0.41
Phase 5 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 5 - Grading	Scrapers	2	8.00	367	0.48
Phase 5 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 6 - Grading	Excavators	2	8.00	158	0.38
Phase 6 - Grading	Graders	1	8.00	187	0.41
Phase 6 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 6 - Grading	Scrapers	2	8.00	367	0.48
Phase 6 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 4 - Building Construction	Cranes	1	7.00	231	0.29
Phase 4 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 4 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 4 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 4 - Building Construction	Welders	1	8.00	46	0.45
Phase 5 - Building Construction	Cranes	1	7.00	231	0.29
Phase 5 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 5 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 5 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 5 - Building Construction	Welders	1	8.00	46	0.45
Phase 6 - Building Construction	Cranes	1	7.00	231	0.29
Phase 6 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 6 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 6 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 6 - Building Construction	Welders	1	8.00	46	0.45
Phase 4 - Paving	Pavers	2	8.00	130	0.42

Phase 4 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 4 - Paving	Rollers	2	8.00	80	0.38
Phase 5 - Paving	Pavers	2	8.00	130	0.42
Phase 5 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 5 - Paving	Rollers	2	8.00	80	0.38
Phase 6 - Paving	Pavers	2	8.00	130	0.42
Phase 6 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 6 - Paving	Rollers	2	8.00	80	0.38
Phase 4 - Coating	Air Compressors	1	6.00	78	0.48
Phase 5 - Coating	Air Compressors	1	6.00	78	0.48
Phase 6 - Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase 4 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Phase 4 - Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1956	0.0000	0.1956	0.0810	0.0000	0.0810	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0724	0.7285	0.6238	1.4000e-003		0.0301	0.0301		0.0276	0.0276	0.0000	122.6689	122.6689	0.0397	0.0000	123.6608
Total	**0.0724**	**0.7285**	**0.6238**	**1.4000e-003**	**0.1956**	**0.0301**	**0.2256**	**0.0810**	**0.0276**	**0.1086**	**0.0000**	**122.6689**	**122.6689**	**0.0397**	**0.0000**	**123.6608**

3.2 Phase 4 - Grading - 2024

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	9.2000e-004	0.0258	6.4700e-003	1.4000e-004	3.4900e-003	7.0000e-005	3.5600e-003	9.6000e-004	7.0000e-005	1.0300e-003	0.0000	13.4585	13.4585	1.8000e-004	0.0000	13.4631
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2100e-003	1.3000e-003	0.0120	3.0000e-005	3.5800e-003	2.0000e-005	3.6000e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.7820	2.7820	9.0000e-005	0.0000	2.7842
Total	**3.1300e-003**	**0.0271**	**0.0185**	**1.7000e-004**	**7.0700e-003**	**9.0000e-005**	**7.1600e-003**	**1.9100e-003**	**9.0000e-005**	**2.0000e-003**	**0.0000**	**16.2404**	**16.2404**	**2.7000e-004**	**0.0000**	**16.2473**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0763	0.0000	0.0763	0.0316	0.0000	0.0316	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0724	0.7285	0.6238	1.4000e-003		0.0301	0.0301		0.0276	0.0276	0.0000	122.6688	122.6688	0.0397	0.0000	123.6606
Total	**0.0724**	**0.7285**	**0.6238**	**1.4000e-003**	**0.0763**	**0.0301**	**0.1063**	**0.0316**	**0.0276**	**0.0592**	**0.0000**	**122.6688**	**122.6688**	**0.0397**	**0.0000**	**123.6606**

3.2 Phase 4 - Grading - 2024

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	9.2000e-004	0.0258	6.4700e-003	1.4000e-004	3.1800e-003	7.0000e-005	3.2500e-003	8.8000e-004	7.0000e-005	9.5000e-004	0.0000	13.4585	13.4585	1.8000e-004	0.0000	13.4631
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2100e-003	1.3000e-003	0.0120	3.0000e-005	3.2100e-003	2.0000e-005	3.2300e-003	8.6000e-004	2.0000e-005	8.8000e-004	0.0000	2.7820	2.7820	9.0000e-005	0.0000	2.7842
Total	**3.1300e-003**	**0.0271**	**0.0185**	**1.7000e-004**	**6.3900e-003**	**9.0000e-005**	**6.4800e-003**	**1.7400e-003**	**9.0000e-005**	**1.8300e-003**	**0.0000**	**16.2404**	**16.2404**	**2.7000e-004**	**0.0000**	**16.2473**

3.3 Phase 5 - Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1956	0.0000	0.1956	0.0810	0.0000	0.0810	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0653	0.6287	0.5925	1.4000e-003		0.0255	0.0255		0.0234	0.0234	0.0000	122.6390	122.6390	0.0397	0.0000	123.6306
Total	**0.0653**	**0.6287**	**0.5925**	**1.4000e-003**	**0.1956**	**0.0255**	**0.2210**	**0.0810**	**0.0234**	**0.1044**	**0.0000**	**122.6390**	**122.6390**	**0.0397**	**0.0000**	**123.6306**

3.3 Phase 5 - Grading - 2025

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	9.1000e-004	0.0248	6.4400e-003	1.4000e-004	3.4900e-003	7.0000e-005	3.5600e-003	9.6000e-004	7.0000e-005	1.0300e-003	0.0000	13.3759	13.3759	1.8000e-004	0.0000	13.3803
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0700e-003	1.1700e-003	0.0110	3.0000e-005	3.5800e-003	2.0000e-005	3.6000e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.6723	2.6723	8.0000e-005	0.0000	2.6743
Total	**2.9800e-003**	**0.0259**	**0.0175**	**1.7000e-004**	**7.0700e-003**	**9.0000e-005**	**7.1600e-003**	**1.9100e-003**	**9.0000e-005**	**2.0000e-003**	**0.0000**	**16.0481**	**16.0481**	**2.6000e-004**	**0.0000**	**16.0545**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0763	0.0000	0.0763	0.0316	0.0000	0.0316	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0653	0.6287	0.5925	1.4000e-003		0.0255	0.0255		0.0234	0.0234	0.0000	122.6388	122.6388	0.0397	0.0000	123.6304
Total	**0.0653**	**0.6287**	**0.5925**	**1.4000e-003**	**0.0763**	**0.0255**	**0.1017**	**0.0316**	**0.0234**	**0.0550**	**0.0000**	**122.6388**	**122.6388**	**0.0397**	**0.0000**	**123.6304**

3.3 Phase 5 - Grading - 2025

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	9.1000e-004	0.0248	6.4400e-003	1.4000e-004	3.1800e-003	7.0000e-005	3.2500e-003	8.8000e-004	7.0000e-005	9.5000e-004	0.0000	13.3759	13.3759	1.8000e-004	0.0000	13.3803
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0700e-003	1.1700e-003	0.0110	3.0000e-005	3.2100e-003	2.0000e-005	3.2300e-003	8.6000e-004	2.0000e-005	8.8000e-004	0.0000	2.6723	2.6723	8.0000e-005	0.0000	2.6743
Total	**2.9800e-003**	**0.0259**	**0.0175**	**1.7000e-004**	**6.3900e-003**	**9.0000e-005**	**6.4800e-003**	**1.7400e-003**	**9.0000e-005**	**1.8300e-003**	**0.0000**	**16.0481**	**16.0481**	**2.6000e-004**	**0.0000**	**16.0545**

3.4 Phase 6 - Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1956	0.0000	0.1956	0.0810	0.0000	0.0810	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0653	0.6287	0.5925	1.4000e-003		0.0255	0.0255		0.0234	0.0234	0.0000	122.6390	122.6390	0.0397	0.0000	123.6306
Total	**0.0653**	**0.6287**	**0.5925**	**1.4000e-003**	**0.1956**	**0.0255**	**0.2210**	**0.0810**	**0.0234**	**0.1044**	**0.0000**	**122.6390**	**122.6390**	**0.0397**	**0.0000**	**123.6306**

3.4 Phase 6 - Grading - 2026

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	8.9000e-004	0.0239	6.4200e-003	1.4000e-004	3.4900e-003	7.0000e-005	3.5600e-003	9.6000e-004	6.0000e-005	1.0200e-003	0.0000	13.3057	13.3057	1.7000e-004	0.0000	13.3099
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9500e-003	1.0700e-003	0.0102	3.0000e-005	3.5800e-003	2.0000e-005	3.6000e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	2.5758	2.5758	7.0000e-005	0.0000	2.5776
Total	**2.8400e-003**	**0.0249**	**0.0166**	**1.7000e-004**	**7.0700e-003**	**9.0000e-005**	**7.1600e-003**	**1.9100e-003**	**8.0000e-005**	**1.9900e-003**	**0.0000**	**15.8815**	**15.8815**	**2.4000e-004**	**0.0000**	**15.8875**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0763	0.0000	0.0763	0.0316	0.0000	0.0316	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0653	0.6287	0.5925	1.4000e-003		0.0255	0.0255		0.0234	0.0234	0.0000	122.6388	122.6388	0.0397	0.0000	123.6304
Total	**0.0653**	**0.6287**	**0.5925**	**1.4000e-003**	**0.0763**	**0.0255**	**0.1017**	**0.0316**	**0.0234**	**0.0550**	**0.0000**	**122.6388**	**122.6388**	**0.0397**	**0.0000**	**123.6304**

3.4 Phase 6 - Grading - 2026

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	8.9000e-004	0.0239	6.4200e-003	1.4000e-004	3.1800e-003	7.0000e-005	3.2400e-003	8.8000e-004	6.0000e-005	9.5000e-004	0.0000	13.3057	13.3057	1.7000e-004	0.0000	13.3099
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9500e-003	1.0700e-003	0.0102	3.0000e-005	3.2100e-003	2.0000e-005	3.2300e-003	8.6000e-004	2.0000e-005	8.8000e-004	0.0000	2.5758	2.5758	7.0000e-005	0.0000	2.5776
Total	**2.8400e-003**	**0.0249**	**0.0166**	**1.7000e-004**	**6.3900e-003**	**9.0000e-005**	**6.4700e-003**	**1.7400e-003**	**8.0000e-005**	**1.8300e-003**	**0.0000**	**15.8815**	**15.8815**	**2.4000e-004**	**0.0000**	**15.8875**

3.5 Phase 4 - Building Construction - 2024

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	0.0787	0.7192	0.8649	1.4400e-003		0.0328	0.0328		0.0309	0.0309	0.0000	124.0393	124.0393	0.0293	0.0000	124.7726
Total	**0.0787**	**0.7192**	**0.8649**	**1.4400e-003**		**0.0328**	**0.0328**		**0.0309**	**0.0309**	**0.0000**	**124.0393**	**124.0393**	**0.0293**	**0.0000**	**124.7726**

3.5 Phase 4 - Building Construction - 2024

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	0.0111	0.2496	0.0799	8.6000e-004	0.0191	3.6000e-004	0.0194	5.5100e-003	3.5000e-004	5.8600e-003	0.0000	81.1311	81.1311	3.1300e-003	0.0000	81.2093
Worker	0.0708	0.0416	0.3848	9.9000e-004	0.1144	7.8000e-004	0.1152	0.0304	7.2000e-004	0.0311	0.0000	88.9698	88.9698	2.8600e-003	0.0000	89.0412
Total	**0.0819**	**0.2911**	**0.4648**	**1.8500e-003**	**0.1335**	**1.1400e-003**	**0.1346**	**0.0359**	**1.0700e-003**	**0.0370**	**0.0000**	**170.1008**	**170.1008**	**5.9900e-003**	**0.0000**	**170.2504**

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	0.0787	0.7192	0.8649	1.4400e-003		0.0328	0.0328		0.0309	0.0309	0.0000	124.0391	124.0391	0.0293	0.0000	124.7724
Total	**0.0787**	**0.7192**	**0.8649**	**1.4400e-003**		**0.0328**	**0.0328**		**0.0309**	**0.0309**	**0.0000**	**124.0391**	**124.0391**	**0.0293**	**0.0000**	**124.7724**

3.5 Phase 4 - Building Construction - 2024

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	0.0111	0.2496	0.0799	8.6000e-004	0.0175	3.6000e-004	0.0178	5.1200e-003	3.5000e-004	5.4700e-003	0.0000	81.1311	81.1311	3.1300e-003	0.0000	81.2093
Worker	0.0708	0.0416	0.3848	9.9000e-004	0.1026	7.8000e-004	0.1033	0.0275	7.2000e-004	0.0282	0.0000	88.9698	88.9698	2.8600e-003	0.0000	89.0412
Total	**0.0819**	**0.2911**	**0.4648**	**1.8500e-003**	**0.1200**	**1.1400e-003**	**0.1212**	**0.0326**	**1.0700e-003**	**0.0337**	**0.0000**	**170.1008**	**170.1008**	**5.9900e-003**	**0.0000**	**170.2504**

3.5 Phase 4 - Building Construction - 2025

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.5 Phase 4 - Building Construction - 2025

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	0.0258	0.5969	0.1839	2.0800e-003	0.0465	8.4000e-004	0.0474	0.0135	8.0000e-004	0.0143	0.0000	196.6867	196.6867	7.2600e-003	0.0000	196.8683
Worker	0.1616	0.0916	0.8606	2.3100e-003	0.2791	1.8500e-003	0.2810	0.0742	1.7000e-003	0.0759	0.0000	208.4624	208.4624	6.2300e-003	0.0000	208.6183
Total	**0.1874**	**0.6885**	**1.0445**	**4.3900e-003**	**0.3256**	**2.6900e-003**	**0.3283**	**0.0877**	**2.5000e-003**	**0.0902**	**0.0000**	**405.1491**	**405.1491**	**0.0135**	**0.0000**	**405.4865**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.5 Phase 4 - Building Construction - 2025

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	0.0258	0.5969	0.1839	2.0800e-003	0.0426	8.4000e-004	0.0434	0.0125	8.0000e-004	0.0133	0.0000	196.6867	196.6867	7.2600e-003	0.0000	196.8683
Worker	0.1616	0.0916	0.8606	2.3100e-003	0.2501	1.8500e-003	0.2520	0.0671	1.7000e-003	0.0688	0.0000	208.4624	208.4624	6.2300e-003	0.0000	208.6183
Total	**0.1874**	**0.6885**	**1.0445**	**4.3900e-003**	**0.2927**	**2.6900e-003**	**0.2954**	**0.0796**	**2.5000e-003**	**0.0821**	**0.0000**	**405.1491**	**405.1491**	**0.0135**	**0.0000**	**405.4865**

3.5 Phase 4 - Building Construction - 2026

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	0.0185	0.1683	0.2171	3.6000e-004		7.1200e-003	7.1200e-003		6.7000e-003	6.7000e-003	0.0000	31.3091	31.3091	7.3600e-003	0.0000	31.4931
Total	**0.0185**	**0.1683**	**0.2171**	**3.6000e-004**		**7.1200e-003**	**7.1200e-003**		**6.7000e-003**	**6.7000e-003**	**0.0000**	**31.3091**	**31.3091**	**7.3600e-003**	**0.0000**	**31.4931**

3.5 Phase 4 - Building Construction - 2026

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	2.5600e-003	0.0607	0.0181	2.1000e-004	4.8100e-003	8.0000e-005	4.8900e-003	1.3900e-003	8.0000e-005	1.4700e-003	0.0000	20.2418	20.2418	7.2000e-004	0.0000	20.2598
Worker	0.0157	8.6100e-003	0.0822	2.3000e-004	0.0289	1.8000e-004	0.0291	7.6800e-003	1.7000e-004	7.8500e-003	0.0000	20.7866	20.7866	5.8000e-004	0.0000	20.8011
Total	**0.0183**	**0.0693**	**0.1003**	**4.4000e-004**	**0.0337**	**2.6000e-004**	**0.0340**	**9.0700e-003**	**2.5000e-004**	**9.3200e-003**	**0.0000**	**41.0285**	**41.0285**	**1.3000e-003**	**0.0000**	**41.0609**

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	0.0185	0.1683	0.2171	3.6000e-004		7.1200e-003	7.1200e-003		6.7000e-003	6.7000e-003	0.0000	31.3091	31.3091	7.3600e-003	0.0000	31.4931
Total	**0.0185**	**0.1683**	**0.2171**	**3.6000e-004**		**7.1200e-003**	**7.1200e-003**		**6.7000e-003**	**6.7000e-003**	**0.0000**	**31.3091**	**31.3091**	**7.3600e-003**	**0.0000**	**31.4931**

3.5 Phase 4 - Building Construction - 2026

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	2.5600e-003	0.0607	0.0181	2.1000e-004	4.4100e-003	8.0000e-005	4.4900e-003	1.2900e-003	8.0000e-005	1.3700e-003	0.0000	20.2418	20.2418	7.2000e-004	0.0000	20.2598
Worker	0.0157	8.6100e-003	0.0822	2.3000e-004	0.0259	1.8000e-004	0.0261	6.9400e-003	1.7000e-004	7.1100e-003	0.0000	20.7866	20.7866	5.8000e-004	0.0000	20.8011
Total	**0.0183**	**0.0693**	**0.1003**	**4.4000e-004**	**0.0303**	**2.6000e-004**	**0.0306**	**8.2300e-003**	**2.5000e-004**	**8.4800e-003**	**0.0000**	**41.0285**	**41.0285**	**1.3000e-003**	**0.0000**	**41.0609**

3.6 Phase 5 - Building Construction - 2025

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	0.0738	0.6734	0.8686	1.4600e-003		0.0285	0.0285		0.0268	0.0268	0.0000	125.2365	125.2365	0.0294	0.0000	125.9725
Total	**0.0738**	**0.6734**	**0.8686**	**1.4600e-003**		**0.0285**	**0.0285**		**0.0268**	**0.0268**	**0.0000**	**125.2365**	**125.2365**	**0.0294**	**0.0000**	**125.9725**

3.6 Phase 5 - Building Construction - 2025

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	0.0107	0.2470	0.0761	8.6000e-004	0.0193	3.5000e-004	0.0196	5.5700e-003	3.3000e-004	5.9000e-003	0.0000	81.3876	81.3876	3.0000e-003	0.0000	81.4627
Worker	0.0669	0.0379	0.3561	9.5000e-004	0.1155	7.7000e-004	0.1163	0.0307	7.0000e-004	0.0314	0.0000	86.2603	86.2603	2.5800e-003	0.0000	86.3248
Total	**0.0775**	**0.2849**	**0.4322**	**1.8100e-003**	**0.1347**	**1.1200e-003**	**0.1359**	**0.0363**	**1.0300e-003**	**0.0373**	**0.0000**	**167.6479**	**167.6479**	**5.5800e-003**	**0.0000**	**167.7875**

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	0.0738	0.6734	0.8686	1.4600e-003		0.0285	0.0285		0.0268	0.0268	0.0000	125.2364	125.2364	0.0294	0.0000	125.9723
Total	**0.0738**	**0.6734**	**0.8686**	**1.4600e-003**		**0.0285**	**0.0285**		**0.0268**	**0.0268**	**0.0000**	**125.2364**	**125.2364**	**0.0294**	**0.0000**	**125.9723**

3.6 Phase 5 - Building Construction - 2025

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	0.0107	0.2470	0.0761	8.6000e-004	0.0176	3.5000e-004	0.0180	5.1700e-003	3.3000e-004	5.5000e-003	0.0000	81.3876	81.3876	3.0000e-003	0.0000	81.4627
Worker	0.0669	0.0379	0.3561	9.5000e-004	0.1035	7.7000e-004	0.1043	0.0278	7.0000e-004	0.0285	0.0000	86.2603	86.2603	2.5800e-003	0.0000	86.3248
Total	**0.0775**	**0.2849**	**0.4322**	**1.8100e-003**	**0.1211**	**1.1200e-003**	**0.1222**	**0.0329**	**1.0300e-003**	**0.0340**	**0.0000**	**167.6479**	**167.6479**	**5.5800e-003**	**0.0000**	**167.7875**

3.6 Phase 5 - Building Construction - 2026

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.6 Phase 5 - Building Construction - 2026

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	0.0248	0.5866	0.1752	2.0700e-003	0.0465	7.9000e-004	0.0473	0.0135	7.6000e-004	0.0142	0.0000	195.6711	195.6711	6.9300e-003	0.0000	195.8443
Worker	0.1519	0.0833	0.7941	2.2200e-003	0.2791	1.7900e-003	0.2809	0.0742	1.6500e-003	0.0759	0.0000	200.9372	200.9372	5.6100e-003	0.0000	201.0775
Total	**0.1767**	**0.6699**	**0.9693**	**4.2900e-003**	**0.3256**	**2.5800e-003**	**0.3282**	**0.0877**	**2.4100e-003**	**0.0901**	**0.0000**	**396.6083**	**396.6083**	**0.0125**	**0.0000**	**396.9218**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.6 Phase 5 - Building Construction - 2026

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	0.0248	0.5866	0.1752	2.0700e-003	0.0426	7.9000e-004	0.0434	0.0125	7.6000e-004	0.0132	0.0000	195.6711	195.6711	6.9300e-003	0.0000	195.8443
Worker	0.1519	0.0833	0.7941	2.2200e-003	0.2501	1.7900e-003	0.2519	0.0671	1.6500e-003	0.0688	0.0000	200.9372	200.9372	5.6100e-003	0.0000	201.0775
Total	**0.1767**	**0.6699**	**0.9693**	**4.2900e-003**	**0.2927**	**2.5800e-003**	**0.2953**	**0.0796**	**2.4100e-003**	**0.0820**	**0.0000**	**396.6083**	**396.6083**	**0.0125**	**0.0000**	**396.9218**

3.6 Phase 5 - Building Construction - 2027

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	0.0178	0.1621	0.2091	3.5000e-004		6.8600e-003	6.8600e-003		6.4500e-003	6.4500e-003	0.0000	30.1495	30.1495	7.0900e-003	0.0000	30.3267
Total	**0.0178**	**0.1621**	**0.2091**	**3.5000e-004**		**6.8600e-003**	**6.8600e-003**		**6.4500e-003**	**6.4500e-003**	**0.0000**	**30.1495**	**30.1495**	**7.0900e-003**	**0.0000**	**30.3267**

3.6 Phase 5 - Building Construction - 2027

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	2.3800e-003	0.0575	0.0167	2.0000e-004	4.6300e-003	8.0000e-005	4.7100e-003	1.3400e-003	7.0000e-005	1.4100e-003	0.0000	19.4015	19.4015	6.6000e-004	0.0000	19.4179
Worker	0.0141	7.5400e-003	0.0731	2.1000e-004	0.0278	1.7000e-004	0.0280	7.3900e-003	1.5000e-004	7.5500e-003	0.0000	19.3498	19.3498	5.0000e-004	0.0000	19.3623
Total	**0.0165**	**0.0651**	**0.0898**	**4.1000e-004**	**0.0324**	**2.5000e-004**	**0.0327**	**8.7300e-003**	**2.2000e-004**	**8.9600e-003**	**0.0000**	**38.7512**	**38.7512**	**1.1600e-003**	**0.0000**	**38.7803**

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	0.0178	0.1621	0.2091	3.5000e-004		6.8600e-003	6.8600e-003		6.4500e-003	6.4500e-003	0.0000	30.1495	30.1495	7.0900e-003	0.0000	30.3267
Total	**0.0178**	**0.1621**	**0.2091**	**3.5000e-004**		**6.8600e-003**	**6.8600e-003**		**6.4500e-003**	**6.4500e-003**	**0.0000**	**30.1495**	**30.1495**	**7.0900e-003**	**0.0000**	**30.3267**

3.6 Phase 5 - Building Construction - 2027

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	2.3800e-003	0.0575	0.0167	2.0000e-004	4.2400e-003	8.0000e-005	4.3200e-003	1.2400e-003	7.0000e-005	1.3200e-003	0.0000	19.4015	19.4015	6.6000e-004	0.0000	19.4179
Worker	0.0141	7.5400e-003	0.0731	2.1000e-004	0.0249	1.7000e-004	0.0251	6.6800e-003	1.5000e-004	6.8400e-003	0.0000	19.3498	19.3498	5.0000e-004	0.0000	19.3623
Total	**0.0165**	**0.0651**	**0.0898**	**4.1000e-004**	**0.0292**	**2.5000e-004**	**0.0294**	**7.9200e-003**	**2.2000e-004**	**8.1600e-003**	**0.0000**	**38.7512**	**38.7512**	**1.1600e-003**	**0.0000**	**38.7803**

3.7 Phase 6 - Building Construction - 2026

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	0.0650	0.5923	0.7640	1.2800e-003		0.0251	0.0251		0.0236	0.0236	0.0000	110.1617	110.1617	0.0259	0.0000	110.8091
Total	**0.0650**	**0.5923**	**0.7640**	**1.2800e-003**		**0.0251**	**0.0251**		**0.0236**	**0.0236**	**0.0000**	**110.1617**	**110.1617**	**0.0259**	**0.0000**	**110.8091**

3.7 Phase 6 - Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0200e-003	0.2135	0.0638	7.5000e-004	0.0169	2.9000e-004	0.0172	4.9000e-003	2.8000e-004	5.1700e-003	0.0000	71.2213	71.2213	2.5200e-003	0.0000	71.2843
Worker	0.0553	0.0303	0.2891	8.1000e-004	0.1016	6.5000e-004	0.1022	0.0270	6.0000e-004	0.0276	0.0000	73.1381	73.1381	2.0400e-003	0.0000	73.1891
Total	**0.0643**	**0.2438**	**0.3528**	**1.5600e-003**	**0.1185**	**9.4000e-004**	**0.1195**	**0.0319**	**8.8000e-004**	**0.0328**	**0.0000**	**144.3594**	**144.3594**	**4.5600e-003**	**0.0000**	**144.4734**

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	0.0650	0.5923	0.7640	1.2800e-003		0.0251	0.0251		0.0236	0.0236	0.0000	110.1616	110.1616	0.0259	0.0000	110.8090
Total	**0.0650**	**0.5923**	**0.7640**	**1.2800e-003**		**0.0251**	**0.0251**		**0.0236**	**0.0236**	**0.0000**	**110.1616**	**110.1616**	**0.0259**	**0.0000**	**110.8090**

3.7 Phase 6 - Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0200e-003	0.2135	0.0638	7.5000e-004	0.0155	2.9000e-004	0.0158	4.5400e-003	2.8000e-004	4.8200e-003	0.0000	71.2213	71.2213	2.5200e-003	0.0000	71.2843
Worker	0.0553	0.0303	0.2891	8.1000e-004	0.0911	6.5000e-004	0.0917	0.0244	6.0000e-004	0.0250	0.0000	73.1381	73.1381	2.0400e-003	0.0000	73.1891
Total	**0.0643**	**0.2438**	**0.3528**	**1.5600e-003**	**0.1066**	**9.4000e-004**	**0.1075**	**0.0290**	**8.8000e-004**	**0.0298**	**0.0000**	**144.3594**	**144.3594**	**4.5600e-003**	**0.0000**	**144.4734**

3.7 Phase 6 - Building Construction - 2027

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

3.7 Phase 6 - Building Construction - 2027

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	0.0239	0.5774	0.1676	2.0600e-003	0.0465	7.6000e-004	0.0473	0.0135	7.2000e-004	0.0142	0.0000	194.7610	194.7610	6.6000e-003	0.0000	194.9261
Worker	0.1419	0.0757	0.7338	2.1500e-003	0.2791	1.6900e-003	0.2808	0.0742	1.5600e-003	0.0758	0.0000	194.2417	194.2417	5.0500e-003	0.0000	194.3679
Total	**0.1658**	**0.6531**	**0.9014**	**4.2100e-003**	**0.3256**	**2.4500e-003**	**0.3281**	**0.0877**	**2.2800e-003**	**0.0899**	**0.0000**	**389.0027**	**389.0027**	**0.0117**	**0.0000**	**389.2940**

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

3.7 Phase 6 - Building Construction - 2027

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	0.0239	0.5774	0.1676	2.0600e-003	0.0426	7.6000e-004	0.0434	0.0125	7.2000e-004	0.0132	0.0000	194.7610	194.7610	6.6000e-003	0.0000	194.9261
Worker	0.1419	0.0757	0.7338	2.1500e-003	0.2501	1.6900e-003	0.2518	0.0671	1.5600e-003	0.0687	0.0000	194.2417	194.2417	5.0500e-003	0.0000	194.3679
Total	**0.1658**	**0.6531**	**0.9014**	**4.2100e-003**	**0.2927**	**2.4500e-003**	**0.2952**	**0.0796**	**2.2800e-003**	**0.0819**	**0.0000**	**389.0027**	**389.0027**	**0.0117**	**0.0000**	**389.2940**

3.7 Phase 6 - Building Construction - 2028

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	0.0267	0.2432	0.3137	5.3000e-004		0.0103	0.0103		9.6800e-003	9.6800e-003	0.0000	45.2243	45.2243	0.0106	0.0000	45.4901
Total	**0.0267**	**0.2432**	**0.3137**	**5.3000e-004**		**0.0103**	**0.0103**		**9.6800e-003**	**9.6800e-003**	**0.0000**	**45.2243**	**45.2243**	**0.0106**	**0.0000**	**45.4901**

3.7 Phase 6 - Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4600e-003	0.0852	0.0241	3.1000e-004	6.9500e-003	1.1000e-004	7.0600e-003	2.0100e-003	1.0000e-004	2.1100e-003	0.0000	29.0180	29.0180	9.4000e-004	0.0000	29.0415
Worker	0.0199	0.0103	0.1020	3.1000e-004	0.0417	2.3000e-004	0.0419	0.0111	2.2000e-004	0.0113	0.0000	28.1397	28.1397	6.8000e-004	0.0000	28.1568
Total	**0.0234**	**0.0955**	**0.1261**	**6.2000e-004**	**0.0487**	**3.4000e-004**	**0.0490**	**0.0131**	**3.2000e-004**	**0.0134**	**0.0000**	**57.1576**	**57.1576**	**1.6200e-003**	**0.0000**	**57.1983**

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	0.0267	0.2432	0.3137	5.3000e-004		0.0103	0.0103		9.6800e-003	9.6800e-003	0.0000	45.2242	45.2242	0.0106	0.0000	45.4900
Total	**0.0267**	**0.2432**	**0.3137**	**5.3000e-004**		**0.0103**	**0.0103**		**9.6800e-003**	**9.6800e-003**	**0.0000**	**45.2242**	**45.2242**	**0.0106**	**0.0000**	**45.4900**

3.7 Phase 6 - Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4600e-003	0.0852	0.0241	3.1000e-004	6.3600e-003	1.1000e-004	6.4700e-003	1.8700e-003	1.0000e-004	1.9700e-003	0.0000	29.0180	29.0180	9.4000e-004	0.0000	29.0415
Worker	0.0199	0.0103	0.1020	3.1000e-004	0.0374	2.3000e-004	0.0376	0.0100	2.2000e-004	0.0102	0.0000	28.1397	28.1397	6.8000e-004	0.0000	28.1568
Total	**0.0234**	**0.0955**	**0.1261**	**6.2000e-004**	**0.0437**	**3.4000e-004**	**0.0441**	**0.0119**	**3.2000e-004**	**0.0122**	**0.0000**	**57.1576**	**57.1576**	**1.6200e-003**	**0.0000**	**57.1983**

3.8 Phase 4 - Paving - 2024

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	0.0222	0.2143	0.3291	5.1000e-004		0.0105	0.0105		9.7000e-003	9.7000e-003	0.0000	45.0597	45.0597	0.0146	0.0000	45.4240
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0224**	**0.2143**	**0.3291**	**5.1000e-004**		**0.0105**	**0.0105**		**9.7000e-003**	**9.7000e-003**	**0.0000**	**45.0597**	**45.0597**	**0.0146**	**0.0000**	**45.4240**

3.8 Phase 4 - Paving - 2024

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	1.6600e-003	9.7000e-004	9.0200e-003	2.0000e-005	2.6800e-003	2.0000e-005	2.7000e-003	7.1000e-004	2.0000e-005	7.3000e-004	0.0000	2.0865	2.0865	7.0000e-005	0.0000	2.0881
Total	**1.6600e-003**	**9.7000e-004**	**9.0200e-003**	**2.0000e-005**	**2.6800e-003**	**2.0000e-005**	**2.7000e-003**	**7.1000e-004**	**2.0000e-005**	**7.3000e-004**	**0.0000**	**2.0865**	**2.0865**	**7.0000e-005**	**0.0000**	**2.0881**

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	0.0222	0.2143	0.3291	5.1000e-004		0.0105	0.0105		9.7000e-003	9.7000e-003	0.0000	45.0596	45.0596	0.0146	0.0000	45.4240
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0224**	**0.2143**	**0.3291**	**5.1000e-004**		**0.0105**	**0.0105**		**9.7000e-003**	**9.7000e-003**	**0.0000**	**45.0596**	**45.0596**	**0.0146**	**0.0000**	**45.4240**

3.8 Phase 4 - Paving - 2024

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	1.6600e-003	9.7000e-004	9.0200e-003	2.0000e-005	2.4000e-003	2.0000e-005	2.4200e-003	6.5000e-004	2.0000e-005	6.6000e-004	0.0000	2.0865	2.0865	7.0000e-005	0.0000	2.0881
Total	**1.6600e-003**	**9.7000e-004**	**9.0200e-003**	**2.0000e-005**	**2.4000e-003**	**2.0000e-005**	**2.4200e-003**	**6.5000e-004**	**2.0000e-005**	**6.6000e-004**	**0.0000**	**2.0865**	**2.0865**	**7.0000e-005**	**0.0000**	**2.0881**

3.9 Phase 5 - Paving - 2025

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	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0207**	**0.1931**	**0.3280**	**5.1000e-004**		**9.4200e-003**	**9.4200e-003**		**8.6600e-003**	**8.6600e-003**	**0.0000**	**45.0433**	**45.0433**	**0.0146**	**0.0000**	**45.4075**

3.9 Phase 5 - Paving - 2025

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	1.5500e-003	8.8000e-004	8.2700e-003	2.0000e-005	2.6800e-003	2.0000e-005	2.7000e-003	7.1000e-004	2.0000e-005	7.3000e-004	0.0000	2.0042	2.0042	6.0000e-005	0.0000	2.0057
Total	**1.5500e-003**	**8.8000e-004**	**8.2700e-003**	**2.0000e-005**	**2.6800e-003**	**2.0000e-005**	**2.7000e-003**	**7.1000e-004**	**2.0000e-005**	**7.3000e-004**	**0.0000**	**2.0042**	**2.0042**	**6.0000e-005**	**0.0000**	**2.0057**

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	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0207**	**0.1931**	**0.3280**	**5.1000e-004**		**9.4200e-003**	**9.4200e-003**		**8.6600e-003**	**8.6600e-003**	**0.0000**	**45.0433**	**45.0433**	**0.0146**	**0.0000**	**45.4075**

3.9 Phase 5 - Paving - 2025

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	1.5500e-003	8.8000e-004	8.2700e-003	2.0000e-005	2.4000e-003	2.0000e-005	2.4200e-003	6.5000e-004	2.0000e-005	6.6000e-004	0.0000	2.0042	2.0042	6.0000e-005	0.0000	2.0057
Total	**1.5500e-003**	**8.8000e-004**	**8.2700e-003**	**2.0000e-005**	**2.4000e-003**	**2.0000e-005**	**2.4200e-003**	**6.5000e-004**	**2.0000e-005**	**6.6000e-004**	**0.0000**	**2.0042**	**2.0042**	**6.0000e-005**	**0.0000**	**2.0057**

3.10 Phase 6 - Paving - 2026

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	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0207**	**0.1931**	**0.3280**	**5.1000e-004**		**9.4200e-003**	**9.4200e-003**		**8.6600e-003**	**8.6600e-003**	**0.0000**	**45.0433**	**45.0433**	**0.0146**	**0.0000**	**45.4075**

3.10 Phase 6 - Paving - 2026

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	1.4600e-003	8.0000e-004	7.6300e-003	2.0000e-005	2.6800e-003	2.0000e-005	2.7000e-003	7.1000e-004	2.0000e-005	7.3000e-004	0.0000	1.9318	1.9318	5.0000e-005	0.0000	1.9332
Total	**1.4600e-003**	**8.0000e-004**	**7.6300e-003**	**2.0000e-005**	**2.6800e-003**	**2.0000e-005**	**2.7000e-003**	**7.1000e-004**	**2.0000e-005**	**7.3000e-004**	**0.0000**	**1.9318**	**1.9318**	**5.0000e-005**	**0.0000**	**1.9332**

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	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	1.4000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0207**	**0.1931**	**0.3280**	**5.1000e-004**		**9.4200e-003**	**9.4200e-003**		**8.6600e-003**	**8.6600e-003**	**0.0000**	**45.0433**	**45.0433**	**0.0146**	**0.0000**	**45.4075**

3.10 Phase 6 - Paving - 2026

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	1.4600e-003	8.0000e-004	7.6300e-003	2.0000e-005	2.4000e-003	2.0000e-005	2.4200e-003	6.5000e-004	2.0000e-005	6.6000e-004	0.0000	1.9318	1.9318	5.0000e-005	0.0000	1.9332
Total	**1.4600e-003**	**8.0000e-004**	**7.6300e-003**	**2.0000e-005**	**2.4000e-003**	**2.0000e-005**	**2.4200e-003**	**6.5000e-004**	**2.0000e-005**	**6.6000e-004**	**0.0000**	**1.9318**	**1.9318**	**5.0000e-005**	**0.0000**	**1.9332**

3.11 Phase 4 - Coating - 2026

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.11 Phase 4 - Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0105	5.7600e-003	0.0550	1.5000e-004	0.0193	1.2000e-004	0.0194	5.1400e-003	1.1000e-004	5.2500e-003	0.0000	13.9093	13.9093	3.9000e-004	0.0000	13.9190
Total	**0.0105**	**5.7600e-003**	**0.0550**	**1.5000e-004**	**0.0193**	**1.2000e-004**	**0.0194**	**5.1400e-003**	**1.1000e-004**	**5.2500e-003**	**0.0000**	**13.9093**	**13.9093**	**3.9000e-004**	**0.0000**	**13.9190**

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.11 Phase 4 - Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0105	5.7600e-003	0.0550	1.5000e-004	0.0173	1.2000e-004	0.0174	4.6500e-003	1.1000e-004	4.7600e-003	0.0000	13.9093	13.9093	3.9000e-004	0.0000	13.9190
Total	**0.0105**	**5.7600e-003**	**0.0550**	**1.5000e-004**	**0.0173**	**1.2000e-004**	**0.0174**	**4.6500e-003**	**1.1000e-004**	**4.7600e-003**	**0.0000**	**13.9093**	**13.9093**	**3.9000e-004**	**0.0000**	**13.9190**

3.12 Phase 5 - Coating - 2027

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.12 Phase 5 - Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8200e-003	5.2400e-003	0.0508	1.5000e-004	0.0193	1.2000e-004	0.0194	5.1400e-003	1.1000e-004	5.2500e-003	0.0000	13.4458	13.4458	3.5000e-004	0.0000	13.4545
Total	**9.8200e-003**	**5.2400e-003**	**0.0508**	**1.5000e-004**	**0.0193**	**1.2000e-004**	**0.0194**	**5.1400e-003**	**1.1000e-004**	**5.2500e-003**	**0.0000**	**13.4458**	**13.4458**	**3.5000e-004**	**0.0000**	**13.4545**

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.12 Phase 5 - Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.8200e-003	5.2400e-003	0.0508	1.5000e-004	0.0173	1.2000e-004	0.0174	4.6500e-003	1.1000e-004	4.7500e-003	0.0000	13.4458	13.4458	3.5000e-004	0.0000	13.4545
Total	**9.8200e-003**	**5.2400e-003**	**0.0508**	**1.5000e-004**	**0.0173**	**1.2000e-004**	**0.0174**	**4.6500e-003**	**1.1000e-004**	**4.7500e-003**	**0.0000**	**13.4458**	**13.4458**	**3.5000e-004**	**0.0000**	**13.4545**

3.13 Phase 6 - Coating - 2028

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.13 Phase 6 - Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2200e-003	4.7700e-003	0.0472	1.4000e-004	0.0193	1.1000e-004	0.0194	5.1400e-003	1.0000e-004	5.2400e-003	0.0000	13.0358	13.0358	3.2000e-004	0.0000	13.0437
Total	**9.2200e-003**	**4.7700e-003**	**0.0472**	**1.4000e-004**	**0.0193**	**1.1000e-004**	**0.0194**	**5.1400e-003**	**1.0000e-004**	**5.2400e-003**	**0.0000**	**13.0358**	**13.0358**	**3.2000e-004**	**0.0000**	**13.0437**

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	1.4403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.0516	0.0814	1.3000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	11.4896	11.4896	6.3000e-004	0.0000	11.5053
Total	**1.4480**	**0.0516**	**0.0814**	**1.3000e-004**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**11.4896**	**11.4896**	**6.3000e-004**	**0.0000**	**11.5053**

3.13 Phase 6 - Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2200e-003	4.7700e-003	0.0472	1.4000e-004	0.0173	1.1000e-004	0.0174	4.6500e-003	1.0000e-004	4.7500e-003	0.0000	13.0358	13.0358	3.2000e-004	0.0000	13.0437
Total	**9.2200e-003**	**4.7700e-003**	**0.0472**	**1.4000e-004**	**0.0173**	**1.1000e-004**	**0.0174**	**4.6500e-003**	**1.0000e-004**	**4.7500e-003**	**0.0000**	**13.0358**	**13.0358**	**3.2000e-004**	**0.0000**	**13.0437**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Unenclosed Parking Structure	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed 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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed 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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Unmitigated	0.9800	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9151					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0649	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**3.5233**	**3.5233**	**3.3800e-003**	**0.0000**	**3.6078**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9151					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0649	0.0248	2.1543	1.1000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	3.5233	3.5233	3.3800e-003	0.0000	3.6078
Total	**0.9800**	**0.0248**	**2.1543**	**1.1000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**3.5233**	**3.5233**	**3.3800e-003**	**0.0000**	**3.6078**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Construction Phase 4-6

Great Basin UAPCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.50	Space	0.11	5,000.00	0
Unenclosed Parking Structure	317.50	Space	2.86	127,000.00	0
City Park	0.25	Acre	0.25	10,890.00	0
Apartments Low Rise	290.00	Dwelling Unit	9.29	232,100.00	1007

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Summer

Project Characteristics - Construction Emissions Only. Due to CalEEMod limitations, construction emissions are modeled in two runs (Phase 1-3 and Phase 4-6).

Land Use - Construction of Project is modeled in two runs due to CalEEMod limitations; Phase 4-6 is shown.

Construction Phase - Project would be built in 6 phases. This run is Phase 4-6 due to CalEEMod limitations. See other CalEEMod run for Phases 1-3. Construction will be done in June 2028.

Trips and VMT - 14yrd3 per truck trip. Hauling distance = 50 miles.

Grading - Phase 1-3 = 14,761 cubic yards of cut, and 7,867 cubic yards of fill.

Architectural Coating - 2019 Calgreen Code Table 4.504.3

Vehicle Trips - Construction Emissions only.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction Emissions only.

Area Coating - Construction Emissions only.

Energy Use - Construction Emissions only.

Water And Wastewater - Construction Emissions only.

Solid Waste - Construction Emissions only.

Construction Off-road Equipment Mitigation - GBUAPCD Rule 401, haul roads will be paved and water will be applied 3 times a day.

Mobile Land Use Mitigation - Construction Emissions only.

Area Mitigation - Construction Emissions only.

Energy Mitigation - Construction Emissions only.

Water Mitigation - Construction Emissions only.

Waste Mitigation - Construction Emissions only.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00

tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
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tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaCoating	Area_Parking	7920	0
tblAreaCoating	Area_Residential_Exterior	156668	0
tblAreaCoating	Area_Residential_Interior	470003	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	12

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Summer

tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	PhaseEndDate	8/4/2028	6/11/2027
tblConstructionPhase	PhaseEndDate	9/1/2028	6/9/2028
tblConstructionPhase	PhaseEndDate	7/7/2028	6/12/2026
tblConstructionPhase	PhaseEndDate	11/28/2025	2/6/2026
tblConstructionPhase	PhaseEndDate	1/22/2027	2/5/2027
tblConstructionPhase	PhaseEndDate	3/17/2028	2/24/2028
tblConstructionPhase	PhaseEndDate	7/12/2024	8/2/2024
tblConstructionPhase	PhaseEndDate	8/23/2024	8/1/2025
tblConstructionPhase	PhaseEndDate	10/4/2024	7/31/2026
tblConstructionPhase	PhaseEndDate	6/9/2028	11/2/2026
tblConstructionPhase	PhaseEndDate	4/14/2028	11/1/2024
tblConstructionPhase	PhaseEndDate	5/12/2028	10/31/2025
tblConstructionPhase	PhaseStartDate	7/8/2028	2/6/2027

tblConstructionPhase	PhaseStartDate	8/5/2028	2/5/2028
tblConstructionPhase	PhaseStartDate	6/10/2028	2/7/2026
tblConstructionPhase	PhaseStartDate	10/5/2024	8/3/2024
tblConstructionPhase	PhaseStartDate	11/29/2025	8/2/2025
tblConstructionPhase	PhaseStartDate	1/23/2027	8/21/2026
tblConstructionPhase	PhaseStartDate	7/13/2024	6/1/2025
tblConstructionPhase	PhaseStartDate	8/24/2024	6/1/2026
tblConstructionPhase	PhaseStartDate	5/13/2028	9/1/2026
tblConstructionPhase	PhaseStartDate	3/18/2028	9/1/2024
tblConstructionPhase	PhaseStartDate	4/15/2028	9/1/2025
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.75	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24NG	1,599.00	0.00
tblEnergyUse	T24E	775.93	0.00
tblEnergyUse	T24NG	9,200.58	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	159.50	0.00
tblFireplaces	NumberNoFireplace	29.00	0.00
tblFireplaces	NumberWood	101.50	0.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialImported	0.00	2,622.00

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Summer

tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblLandUse	LandUseSquareFeet	290,000.00	232,100.00
tblLandUse	LotAcreage	18.13	9.29
tblLandUse	Population	829.00	1,007.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	133.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblWater	IndoorWaterUseRate	18,894,667.43	0.00
tblWater	OutdoorWaterUseRate	11,911,855.55	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00
tblWoodstoves	NumberCatalytic	14.50	0.00
tblWoodstoves	NumberNoncatalytic	14.50	0.00

tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	4.0572	33.5504	39.7261	0.0863	9.0162	1.3397	10.3559	3.6867	1.2327	4.9194	0.0000	8,482.2279	8,482.2279	1.9568	0.0000	8,518.3122
2025	6.5711	46.6890	62.8497	0.1470	11.5921	1.6831	13.2751	4.3783	1.5597	5.9380	0.0000	14,474.9934	14,474.9934	2.6689	0.0000	14,528.5801
2026	38.1455	47.7696	61.6989	0.1455	12.0357	1.7363	13.7720	4.4960	1.6128	6.1087	0.0000	14,321.1329	14,321.1329	2.6853	0.0000	14,374.3087
2027	35.0208	34.7473	45.7669	0.1203	5.1518	1.0924	6.2442	1.3831	1.0272	2.4104	0.0000	11,882.0508	11,882.0508	1.3957	0.0000	11,916.9435
2028	34.9347	18.5126	25.3186	0.0659	3.0195	0.5990	3.6185	0.8092	0.5662	1.3755	0.0000	6,498.5833	6,498.5833	0.7149	0.0000	6,516.4544
Maximum	**38.1455**	**47.7696**	**62.8497**	**0.1470**	**12.0357**	**1.7363**	**13.7720**	**4.4960**	**1.6128**	**6.1087**	**0.0000**	**14,474.9934**	**14,474.9934**	**2.6853**	**0.0000**	**14,528.5801**

2.1 Overall Construction (Maximum Daily Emission)

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					
2024	4.0572	33.5504	39.7261	0.0863	3.6823	1.3397	5.0220	1.4834	1.2327	2.7160	0.0000	8,482.2279	8,482.2279	1.9568	0.0000	8,518.3122
2025	6.5711	46.6890	62.8497	0.1470	5.9965	1.6831	7.6795	2.1107	1.5597	3.6703	0.0000	14,474.9934	14,474.9934	2.6689	0.0000	14,528.5801
2026	38.1455	47.7696	61.6989	0.1455	6.3938	1.7363	8.1301	2.2170	1.6128	3.8297	0.0000	14,321.1329	14,321.1329	2.6853	0.0000	14,374.3087
2027	35.0208	34.7473	45.7669	0.1203	4.6284	1.0924	5.7208	1.2547	1.0272	2.2819	0.0000	11,882.0508	11,882.0508	1.3957	0.0000	11,916.9435
2028	34.9347	18.5126	25.3186	0.0659	2.7115	0.5990	3.3105	0.7337	0.5662	1.2999	0.0000	6,498.5833	6,498.5833	0.7149	0.0000	6,516.4544
Maximum	**38.1455**	**47.7696**	**62.8497**	**0.1470**	**6.3938**	**1.7363**	**8.1301**	**2.2170**	**1.6128**	**3.8297**	**0.0000**	**14,474.9934**	**14,474.9934**	**2.6853**	**0.0000**	**14,528.5801**

	ROG	NOx	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**	**42.64**	**0.00**	**36.82**	**47.14**	**0.00**	**33.51**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

	ROG	NOx	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	Phase 4 - Grading	Grading	6/1/2024	8/2/2024	5	45	
2	Phase 5 - Grading	Grading	6/1/2025	8/1/2025	5	45	
3	Phase 6 - Grading	Grading	6/1/2026	7/31/2026	5	45	
4	Phase 4 - Building Construction	Building Construction	8/3/2024	2/6/2026	5	395	
5	Phase 5 - Building Construction	Building Construction	8/2/2025	2/5/2027	5	395	
6	Phase 6 - Building Construction	Building Construction	8/21/2026	2/24/2028	5	395	
7	Phase 4 - Paving	Paving	9/1/2024	11/1/2024	5	45	
8	Phase 5 - Paving	Paving	9/1/2025	10/31/2025	5	45	
9	Phase 6 - Paving	Paving	9/1/2026	11/2/2026	5	45	
10	Phase 4 - Coating	Architectural Coating	2/7/2026	6/12/2026	5	90	
11	Phase 5 - Coating	Architectural Coating	2/6/2027	6/11/2027	5	90	
12	Phase 6 - Coating	Architectural Coating	2/5/2028	6/9/2028	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.97

Residential Indoor: 460,181; Residential Outdoor: 153,394; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,920 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 4 - Grading	Excavators	2	8.00	158	0.38
Phase 4 - Grading	Graders	1	8.00	187	0.41
Phase 4 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 4 - Grading	Scrapers	2	8.00	367	0.48
Phase 4 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 5 - Grading	Excavators	2	8.00	158	0.38
Phase 5 - Grading	Graders	1	8.00	187	0.41
Phase 5 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 5 - Grading	Scrapers	2	8.00	367	0.48
Phase 5 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 6 - Grading	Excavators	2	8.00	158	0.38
Phase 6 - Grading	Graders	1	8.00	187	0.41
Phase 6 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 6 - Grading	Scrapers	2	8.00	367	0.48
Phase 6 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 4 - Building Construction	Cranes	1	7.00	231	0.29
Phase 4 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 4 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 4 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 4 - Building Construction	Welders	1	8.00	46	0.45
Phase 5 - Building Construction	Cranes	1	7.00	231	0.29
Phase 5 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 5 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 5 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 5 - Building Construction	Welders	1	8.00	46	0.45

Phase 6 - Building Construction	Cranes	1	7.00	231	0.29
Phase 6 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 6 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 6 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 6 - Building Construction	Welders	1	8.00	46	0.45
Phase 4 - Paving	Pavers	2	8.00	130	0.42
Phase 4 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 4 - Paving	Rollers	2	8.00	80	0.38
Phase 5 - Paving	Pavers	2	8.00	130	0.42
Phase 5 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 5 - Paving	Rollers	2	8.00	80	0.38
Phase 6 - Paving	Pavers	2	8.00	130	0.42
Phase 6 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 6 - Paving	Rollers	2	8.00	80	0.38
Phase 4 - Coating	Air Compressors	1	6.00	78	0.48
Phase 5 - Coating	Air Compressors	1	6.00	78	0.48
Phase 6 - Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Summer

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
Phase 4 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Phase 4 - Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**8.6923**	**1.3354**	**10.0277**	**3.5994**	**1.2286**	**4.8279**		**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

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	0.0407	1.1241	0.2805	6.3300e-003	0.1596	3.2300e-003	0.1628	0.0438	3.0900e-003	0.0469		663.1716	663.1716	8.6000e-003		663.3866
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0980	0.0493	0.5346	1.4300e-003	0.1643	1.0800e-003	0.1654	0.0436	9.9000e-004	0.0446		142.1619	142.1619	4.5200e-003		142.2748
Total	**0.1387**	**1.1735**	**0.8151**	**7.7600e-003**	**0.3239**	**4.3100e-003**	**0.3282**	**0.0874**	**4.0800e-003**	**0.0914**		**805.3335**	**805.3335**	**0.0131**		**805.6614**

3.2 Phase 4 - Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**3.3900**	**1.3354**	**4.7254**	**1.4038**	**1.2286**	**2.6323**	**0.0000**	**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

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	0.0407	1.1241	0.2805	6.3300e-003	0.1452	3.2300e-003	0.1484	0.0402	3.0900e-003	0.0433		663.1716	663.1716	8.6000e-003		663.3866
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0980	0.0493	0.5346	1.4300e-003	0.1472	1.0800e-003	0.1482	0.0394	9.9000e-004	0.0404		142.1619	142.1619	4.5200e-003		142.2748
Total	**0.1387**	**1.1735**	**0.8151**	**7.7600e-003**	**0.2923**	**4.3100e-003**	**0.2966**	**0.0796**	**4.0800e-003**	**0.0837**		**805.3335**	**805.3335**	**0.0131**		**805.6614**

3.3 Phase 5 - Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**8.6923**	**1.1309**	**9.8232**	**3.5994**	**1.0404**	**4.6398**		**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0399	1.0797	0.2792	6.2900e-003	0.1596	3.0800e-003	0.1627	0.0438	2.9500e-003	0.0467		659.0897	659.0897	8.2800e-003		659.2967
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0917	0.0446	0.4909	1.3700e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		136.5534	136.5534	4.0500e-003		136.6547
Total	**0.1316**	**1.1243**	**0.7701**	**7.6600e-003**	**0.3239**	**4.1300e-003**	**0.3280**	**0.0874**	**3.9200e-003**	**0.0913**		**795.6431**	**795.6431**	**0.0123**		**795.9513**

3.3 Phase 5 - Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**3.3900**	**1.1309**	**4.5209**	**1.4038**	**1.0404**	**2.4442**	**0.0000**	**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0399	1.0797	0.2792	6.2900e-003	0.1452	3.0800e-003	0.1482	0.0402	2.9500e-003	0.0432		659.0897	659.0897	8.2800e-003		659.2967
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0917	0.0446	0.4909	1.3700e-003	0.1472	1.0500e-003	0.1482	0.0394	9.7000e-004	0.0403		136.5534	136.5534	4.0500e-003		136.6547
Total	**0.1316**	**1.1243**	**0.7701**	**7.6600e-003**	**0.2923**	**4.1300e-003**	**0.2965**	**0.0796**	**3.9200e-003**	**0.0835**		**795.6431**	**795.6431**	**0.0123**		**795.9513**

3.4 Phase 6 - Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**8.6923**	**1.1309**	**9.8232**	**3.5994**	**1.0404**	**4.6398**		**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0392	1.0402	0.2786	6.2600e-003	0.1596	2.9300e-003	0.1626	0.0438	2.8000e-003	0.0466		655.6240	655.6240	7.9800e-003		655.8235
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0861	0.0405	0.4538	1.3200e-003	0.1643	1.0200e-003	0.1653	0.0436	9.4000e-004	0.0445		131.6231	131.6231	3.6500e-003		131.7143
Total	**0.1254**	**1.0807**	**0.7324**	**7.5800e-003**	**0.3239**	**3.9500e-003**	**0.3279**	**0.0874**	**3.7400e-003**	**0.0911**		**787.2471**	**787.2471**	**0.0116**		**787.5378**

3.4 Phase 6 - Grading - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**3.3900**	**1.1309**	**4.5209**	**1.4038**	**1.0404**	**2.4442**	**0.0000**	**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0392	1.0402	0.2786	6.2600e-003	0.1452	2.9300e-003	0.1481	0.0402	2.8000e-003	0.0430		655.6240	655.6240	7.9800e-003		655.8235
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0861	0.0405	0.4538	1.3200e-003	0.1472	1.0200e-003	0.1482	0.0394	9.4000e-004	0.0403		131.6231	131.6231	3.6500e-003		131.7143
Total	**0.1254**	**1.0807**	**0.7324**	**7.5800e-003**	**0.2923**	**3.9500e-003**	**0.2963**	**0.0796**	**3.7400e-003**	**0.0833**		**787.2471**	**787.2471**	**0.0116**		**787.5378**

3.5 Phase 4 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.1995	4.6404	1.3428	0.0163	0.3661	6.6300e-003	0.3728	0.1054	6.3400e-003	0.1118		1,700.2830	1,700.2830	0.0609		1,701.8059
Worker	1.3181	0.6634	7.1897	0.0192	2.2098	0.0145	2.2243	0.5861	0.0134	0.5995		1,912.0774	1,912.0774	0.0608		1,913.5963
Total	**1.5176**	**5.3038**	**8.5326**	**0.0355**	**2.5759**	**0.0212**	**2.5971**	**0.6916**	**0.0197**	**0.7113**		**3,612.3604**	**3,612.3604**	**0.1217**		**3,615.4021**

3.5 Phase 4 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.1995	4.6404	1.3428	0.0163	0.3349	6.6300e-003	0.3415	0.0978	6.3400e-003	0.1041		1,700.2830	1,700.2830	0.0609		1,701.8059
Worker	1.3181	0.6634	7.1897	0.0192	1.9793	0.0145	1.9938	0.5296	0.0134	0.5429		1,912.0774	1,912.0774	0.0608		1,913.5963
Total	**1.5176**	**5.3038**	**8.5326**	**0.0355**	**2.3142**	**0.0212**	**2.3353**	**0.6273**	**0.0197**	**0.6470**		**3,612.3604**	**3,612.3604**	**0.1217**		**3,615.4021**

3.5 Phase 4 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1903	4.5527	1.2643	0.0162	0.3661	6.2800e-003	0.3724	0.1054	6.0000e-003	0.1114		1,689.7987	1,689.7987	0.0580		1,691.2475
Worker	1.2327	0.5995	6.6028	0.0184	2.2098	0.0142	2.2240	0.5861	0.0131	0.5992		1,836.6436	1,836.6436	0.0545		1,838.0051
Total	**1.4230**	**5.1522**	**7.8671**	**0.0346**	**2.5759**	**0.0205**	**2.5964**	**0.6916**	**0.0191**	**0.7106**		**3,526.4423**	**3,526.4423**	**0.1124**		**3,529.2526**

3.5 Phase 4 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1903	4.5527	1.2643	0.0162	0.3349	6.2800e-003	0.3411	0.0978	6.0000e-003	0.1038		1,689.7987	1,689.7987	0.0580		1,691.2475
Worker	1.2327	0.5995	6.6028	0.0184	1.9793	0.0142	1.9935	0.5296	0.0131	0.5426		1,836.6436	1,836.6436	0.0545		1,838.0051
Total	**1.4230**	**5.1522**	**7.8671**	**0.0346**	**2.3142**	**0.0205**	**2.3346**	**0.6273**	**0.0191**	**0.6464**		**3,526.4423**	**3,526.4423**	**0.1124**		**3,529.2526**

3.5 Phase 4 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1828	4.4764	1.2027	0.0161	0.3661	5.9500e-003	0.3721	0.1054	5.6900e-003	0.1111		1,681.0302	1,681.0302	0.0553		1,682.4116
Worker	1.1584	0.5450	6.1029	0.0178	2.2098	0.0137	2.2235	0.5861	0.0126	0.5987		1,770.3307	1,770.3307	0.0491		1,771.5579
Total	**1.3411**	**5.0214**	**7.3056**	**0.0339**	**2.5759**	**0.0197**	**2.5956**	**0.6916**	**0.0183**	**0.7099**		**3,451.3609**	**3,451.3609**	**0.1043**		**3,453.9695**

3.5 Phase 4 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1828	4.4764	1.2027	0.0161	0.3349	5.9500e-003	0.3408	0.0978	5.6900e-003	0.1035		1,681.0302	1,681.0302	0.0553		1,682.4116
Worker	1.1584	0.5450	6.1029	0.0178	1.9793	0.0137	1.9930	0.5296	0.0126	0.5422		1,770.3307	1,770.3307	0.0491		1,771.5579
Total	**1.3411**	**5.0214**	**7.3056**	**0.0339**	**2.3142**	**0.0197**	**2.3338**	**0.6273**	**0.0183**	**0.6456**		**3,451.3609**	**3,451.3609**	**0.1043**		**3,453.9695**

3.6 Phase 5 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1903	4.5527	1.2643	0.0162	0.3661	6.2800e-003	0.3724	0.1054	6.0000e-003	0.1114		1,689.7987	1,689.7987	0.0580		1,691.2475
Worker	1.2327	0.5995	6.6028	0.0184	2.2098	0.0142	2.2240	0.5861	0.0131	0.5992		1,836.6436	1,836.6436	0.0545		1,838.0051
Total	**1.4230**	**5.1522**	**7.8671**	**0.0346**	**2.5759**	**0.0205**	**2.5964**	**0.6916**	**0.0191**	**0.7106**		**3,526.4423**	**3,526.4423**	**0.1124**		**3,529.2526**

3.6 Phase 5 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1903	4.5527	1.2643	0.0162	0.3349	6.2800e-003	0.3411	0.0978	6.0000e-003	0.1038		1,689.7987	1,689.7987	0.0580		1,691.2475
Worker	1.2327	0.5995	6.6028	0.0184	1.9793	0.0142	1.9935	0.5296	0.0131	0.5426		1,836.6436	1,836.6436	0.0545		1,838.0051
Total	**1.4230**	**5.1522**	**7.8671**	**0.0346**	**2.3142**	**0.0205**	**2.3346**	**0.6273**	**0.0191**	**0.6464**		**3,526.4423**	**3,526.4423**	**0.1124**		**3,529.2526**

3.6 Phase 5 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1828	4.4764	1.2027	0.0161	0.3661	5.9500e-003	0.3721	0.1054	5.6900e-003	0.1111		1,681.0302	1,681.0302	0.0553		1,682.4116
Worker	1.1584	0.5450	6.1029	0.0178	2.2098	0.0137	2.2235	0.5861	0.0126	0.5987		1,770.3307	1,770.3307	0.0491		1,771.5579
Total	**1.3411**	**5.0214**	**7.3056**	**0.0339**	**2.5759**	**0.0197**	**2.5956**	**0.6916**	**0.0183**	**0.7099**		**3,451.3609**	**3,451.3609**	**0.1043**		**3,453.9695**

3.6 Phase 5 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1828	4.4764	1.2027	0.0161	0.3349	5.9500e-003	0.3408	0.0978	5.6900e-003	0.1035		1,681.0302	1,681.0302	0.0553		1,682.4116
Worker	1.1584	0.5450	6.1029	0.0178	1.9793	0.0137	1.9930	0.5296	0.0126	0.5422		1,770.3307	1,770.3307	0.0491		1,771.5579
Total	**1.3411**	**5.0214**	**7.3056**	**0.0339**	**2.3142**	**0.0197**	**2.3338**	**0.6273**	**0.0183**	**0.6456**		**3,451.3609**	**3,451.3609**	**0.1043**		**3,453.9695**

3.6 Phase 5 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1761	4.4084	1.1491	0.0160	0.3661	5.6900e-003	0.3718	0.1054	5.4400e-003	0.1109		1,673.1884	1,673.1884	0.0527		1,674.5052
Worker	1.0822	0.4956	5.6496	0.0172	2.2098	0.0130	2.2227	0.5861	0.0119	0.5981		1,711.3627	1,711.3627	0.0442		1,712.4685
Total	**1.2583**	**4.9040**	**6.7988**	**0.0332**	**2.5759**	**0.0187**	**2.5946**	**0.6916**	**0.0174**	**0.7089**		**3,384.5511**	**3,384.5511**	**0.0969**		**3,386.9737**

3.6 Phase 5 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1761	4.4084	1.1491	0.0160	0.3349	5.6900e-003	0.3406	0.0978	5.4400e-003	0.1032		1,673.1884	1,673.1884	0.0527		1,674.5052
Worker	1.0822	0.4956	5.6496	0.0172	1.9793	0.0130	1.9923	0.5296	0.0119	0.5415		1,711.3627	1,711.3627	0.0442		1,712.4685
Total	**1.2583**	**4.9040**	**6.7988**	**0.0332**	**2.3142**	**0.0187**	**2.3328**	**0.6273**	**0.0174**	**0.6447**		**3,384.5511**	**3,384.5511**	**0.0969**		**3,386.9737**

3.7 Phase 6 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1828	4.4764	1.2027	0.0161	0.3661	5.9500e-003	0.3721	0.1054	5.6900e-003	0.1111		1,681.0302	1,681.0302	0.0553		1,682.4116
Worker	1.1584	0.5450	6.1029	0.0178	2.2098	0.0137	2.2235	0.5861	0.0126	0.5987		1,770.3307	1,770.3307	0.0491		1,771.5579
Total	**1.3411**	**5.0214**	**7.3056**	**0.0339**	**2.5759**	**0.0197**	**2.5956**	**0.6916**	**0.0183**	**0.7099**		**3,451.3609**	**3,451.3609**	**0.1043**		**3,453.9695**

3.7 Phase 6 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1828	4.4764	1.2027	0.0161	0.3349	5.9500e-003	0.3408	0.0978	5.6900e-003	0.1035		1,681.0302	1,681.0302	0.0553		1,682.4116
Worker	1.1584	0.5450	6.1029	0.0178	1.9793	0.0137	1.9930	0.5296	0.0126	0.5422		1,770.3307	1,770.3307	0.0491		1,771.5579
Total	**1.3411**	**5.0214**	**7.3056**	**0.0339**	**2.3142**	**0.0197**	**2.3338**	**0.6273**	**0.0183**	**0.6456**		**3,451.3609**	**3,451.3609**	**0.1043**		**3,453.9695**

3.7 Phase 6 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1761	4.4084	1.1491	0.0160	0.3661	5.6900e-003	0.3718	0.1054	5.4400e-003	0.1109		1,673.1884	1,673.1884	0.0527		1,674.5052
Worker	1.0822	0.4956	5.6496	0.0172	2.2098	0.0130	2.2227	0.5861	0.0119	0.5981		1,711.3627	1,711.3627	0.0442		1,712.4685
Total	**1.2583**	**4.9040**	**6.7988**	**0.0332**	**2.5759**	**0.0187**	**2.5946**	**0.6916**	**0.0174**	**0.7089**		**3,384.5511**	**3,384.5511**	**0.0969**		**3,386.9737**

3.7 Phase 6 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1761	4.4084	1.1491	0.0160	0.3349	5.6900e-003	0.3406	0.0978	5.4400e-003	0.1032		1,673.1884	1,673.1884	0.0527		1,674.5052
Worker	1.0822	0.4956	5.6496	0.0172	1.9793	0.0130	1.9923	0.5296	0.0119	0.5415		1,711.3627	1,711.3627	0.0442		1,712.4685
Total	**1.2583**	**4.9040**	**6.7988**	**0.0332**	**2.3142**	**0.0187**	**2.3328**	**0.6273**	**0.0174**	**0.6447**		**3,384.5511**	**3,384.5511**	**0.0969**		**3,386.9737**

3.7 Phase 6 - Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1705	4.3558	1.1063	0.0160	0.3661	5.4400e-003	0.3716	0.1054	5.2000e-003	0.1106		1,668.3620	1,668.3620	0.0503		1,669.6204
Worker	1.0151	0.4511	5.2622	0.0167	2.2098	0.0120	2.2218	0.5861	0.0111	0.5972		1,659.2211	1,659.2211	0.0402		1,660.2247
Total	**1.1857**	**4.8069**	**6.3685**	**0.0326**	**2.5759**	**0.0175**	**2.5934**	**0.6916**	**0.0163**	**0.7078**		**3,327.5831**	**3,327.5831**	**0.0905**		**3,329.8451**

3.7 Phase 6 - Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1705	4.3558	1.1063	0.0160	0.3349	5.4400e-003	0.3403	0.0978	5.2000e-003	0.1030		1,668.3620	1,668.3620	0.0503		1,669.6204
Worker	1.0151	0.4511	5.2622	0.0167	1.9793	0.0120	1.9913	0.5296	0.0111	0.5406		1,659.2211	1,659.2211	0.0402		1,660.2247
Total	**1.1857**	**4.8069**	**6.3685**	**0.0326**	**2.3142**	**0.0175**	**2.3317**	**0.6273**	**0.0163**	**0.6436**		**3,327.5831**	**3,327.5831**	**0.0905**		**3,329.8451**

3.8 Phase 4 - Paving - 2024

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9946**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

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	0.0735	0.0370	0.4009	1.0700e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334		106.6214	106.6214	3.3900e-003		106.7061
Total	**0.0735**	**0.0370**	**0.4009**	**1.0700e-003**	**0.1232**	**8.1000e-004**	**0.1240**	**0.0327**	**7.5000e-004**	**0.0334**		**106.6214**	**106.6214**	**3.3900e-003**		**106.7061**

3.8 Phase 4 - Paving - 2024

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9946**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

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	0.0735	0.0370	0.4009	1.0700e-003	0.1104	8.1000e-004	0.1112	0.0295	7.5000e-004	0.0303		106.6214	106.6214	3.3900e-003		106.7061
Total	**0.0735**	**0.0370**	**0.4009**	**1.0700e-003**	**0.1104**	**8.1000e-004**	**0.1112**	**0.0295**	**7.5000e-004**	**0.0303**		**106.6214**	**106.6214**	**3.3900e-003**		**106.7061**

3.9 Phase 5 - Paving - 2025

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0687	0.0334	0.3682	1.0300e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		102.4151	102.4151	3.0400e-003		102.4910
Total	**0.0687**	**0.0334**	**0.3682**	**1.0300e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.3000e-004**	**0.0334**		**102.4151**	**102.4151**	**3.0400e-003**		**102.4910**

3.9 Phase 5 - Paving - 2025

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0687	0.0334	0.3682	1.0300e-003	0.1104	7.9000e-004	0.1112	0.0295	7.3000e-004	0.0303		102.4151	102.4151	3.0400e-003		102.4910
Total	**0.0687**	**0.0334**	**0.3682**	**1.0300e-003**	**0.1104**	**7.9000e-004**	**0.1112**	**0.0295**	**7.3000e-004**	**0.0303**		**102.4151**	**102.4151**	**3.0400e-003**		**102.4910**

3.10 Phase 6 - Paving - 2026

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0646	0.0304	0.3403	9.9000e-004	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		98.7173	98.7173	2.7400e-003		98.7858
Total	**0.0646**	**0.0304**	**0.3403**	**9.9000e-004**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**98.7173**	**98.7173**	**2.7400e-003**		**98.7858**

3.10 Phase 6 - Paving - 2026

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0646	0.0304	0.3403	9.9000e-004	0.1104	7.6000e-004	0.1111	0.0295	7.0000e-004	0.0302		98.7173	98.7173	2.7400e-003		98.7858
Total	**0.0646**	**0.0304**	**0.3403**	**9.9000e-004**	**0.1104**	**7.6000e-004**	**0.1111**	**0.0295**	**7.0000e-004**	**0.0302**		**98.7173**	**98.7173**	**2.7400e-003**		**98.7858**

3.11 Phase 4 - Coating - 2026

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2325	0.1094	1.2251	3.5700e-003	0.4436	2.7500e-003	0.4464	0.1177	2.5300e-003	0.1202		355.3824	355.3824	9.8500e-003		355.6287
Total	**0.2325**	**0.1094**	**1.2251**	**3.5700e-003**	**0.4436**	**2.7500e-003**	**0.4464**	**0.1177**	**2.5300e-003**	**0.1202**		**355.3824**	**355.3824**	**9.8500e-003**		**355.6287**

3.11 Phase 4 - Coating - 2026

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2325	0.1094	1.2251	3.5700e-003	0.3973	2.7500e-003	0.4001	0.1063	2.5300e-003	0.1088		355.3824	355.3824	9.8500e-003		355.6287
Total	**0.2325**	**0.1094**	**1.2251**	**3.5700e-003**	**0.3973**	**2.7500e-003**	**0.4001**	**0.1063**	**2.5300e-003**	**0.1088**		**355.3824**	**355.3824**	**9.8500e-003**		**355.6287**

3.12 Phase 5 - Coating - 2027

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2173	0.0995	1.1341	3.4500e-003	0.4436	2.6000e-003	0.4462	0.1177	2.3900e-003	0.1201		343.5449	343.5449	8.8800e-003		343.7669
Total	**0.2173**	**0.0995**	**1.1341**	**3.4500e-003**	**0.4436**	**2.6000e-003**	**0.4462**	**0.1177**	**2.3900e-003**	**0.1201**		**343.5449**	**343.5449**	**8.8800e-003**		**343.7669**

3.12 Phase 5 - Coating - 2027

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2173	0.0995	1.1341	3.4500e-003	0.3973	2.6000e-003	0.3999	0.1063	2.3900e-003	0.1087		343.5449	343.5449	8.8800e-003		343.7669
Total	**0.2173**	**0.0995**	**1.1341**	**3.4500e-003**	**0.3973**	**2.6000e-003**	**0.3999**	**0.1063**	**2.3900e-003**	**0.1087**		**343.5449**	**343.5449**	**8.8800e-003**		**343.7669**

3.13 Phase 6 - Coating - 2028

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2038	0.0906	1.0564	3.3400e-003	0.4436	2.4100e-003	0.4460	0.1177	2.2200e-003	0.1199		333.0778	333.0778	8.0600e-003		333.2793
Total	**0.2038**	**0.0906**	**1.0564**	**3.3400e-003**	**0.4436**	**2.4100e-003**	**0.4460**	**0.1177**	**2.2200e-003**	**0.1199**		**333.0778**	**333.0778**	**8.0600e-003**		**333.2793**

3.13 Phase 6 - Coating - 2028

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2038	0.0906	1.0564	3.3400e-003	0.3973	2.4100e-003	0.3998	0.1063	2.2200e-003	0.1085		333.0778	333.0778	8.0600e-003		333.2793
Total	**0.2038**	**0.0906**	**1.0564**	**3.3400e-003**	**0.3973**	**2.4100e-003**	**0.3998**	**0.1063**	**2.2200e-003**	**0.1085**		**333.0778**	**333.0778**	**8.0600e-003**		**333.2793**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Unenclosed Parking Structure	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed 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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed 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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Unmitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Construction Phase 4-6

Great Basin UAPCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	12.50	Space	0.11	5,000.00	0
Unenclosed Parking Structure	317.50	Space	2.86	127,000.00	0
City Park	0.25	Acre	0.25	10,890.00	0
Apartments Low Rise	290.00	Dwelling Unit	9.29	232,100.00	1007

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Winter

Project Characteristics - Construction Emissions Only. Due to CalEEMod limitations, construction emissions are modeled in two runs (Phase 1-3 and Phase 4-6).

Land Use - Construction of Project is modeled in two runs due to CalEEMod limitations; Phase 4-6 is shown.

Construction Phase - Project would be built in 6 phases. This run is Phase 4-6 due to CalEEMod limitations. See other CalEEMod run for Phases 1-3. Construction will be done in June 2028.

Trips and VMT - 14yrd3 per truck trip. Hauling distance = 50 miles.

Grading - Phase 1-3 = 14,761 cubic yards of cut, and 7,867 cubic yards of fill.

Architectural Coating - 2019 Calgreen Code Table 4.504.3

Vehicle Trips - Construction Emissions only.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction Emissions only.

Area Coating - Construction Emissions only.

Energy Use - Construction Emissions only.

Water And Wastewater - Construction Emissions only.

Solid Waste - Construction Emissions only.

Construction Off-road Equipment Mitigation - GBUAPCD Rule 401, haul roads will be paved and water will be applied 3 times a day.

Mobile Land Use Mitigation - Construction Emissions only.

Area Mitigation - Construction Emissions only.

Energy Mitigation - Construction Emissions only.

Water Mitigation - Construction Emissions only.

Waste Mitigation - Construction Emissions only.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	156,668.00	153,394.00

tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	ConstArea_Residential_Interior	470,003.00	460,181.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblAreaCoating	Area_Parking	7920	0
tblAreaCoating	Area_Residential_Exterior	156668	0
tblAreaCoating	Area_Residential_Interior	470003	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	12

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Winter

tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	20.00	90.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	300.00	395.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	PhaseEndDate	8/4/2028	6/11/2027
tblConstructionPhase	PhaseEndDate	9/1/2028	6/9/2028
tblConstructionPhase	PhaseEndDate	7/7/2028	6/12/2026
tblConstructionPhase	PhaseEndDate	11/28/2025	2/6/2026
tblConstructionPhase	PhaseEndDate	1/22/2027	2/5/2027
tblConstructionPhase	PhaseEndDate	3/17/2028	2/24/2028
tblConstructionPhase	PhaseEndDate	7/12/2024	8/2/2024
tblConstructionPhase	PhaseEndDate	8/23/2024	8/1/2025
tblConstructionPhase	PhaseEndDate	10/4/2024	7/31/2026
tblConstructionPhase	PhaseEndDate	6/9/2028	11/2/2026
tblConstructionPhase	PhaseEndDate	4/14/2028	11/1/2024
tblConstructionPhase	PhaseEndDate	5/12/2028	10/31/2025
tblConstructionPhase	PhaseStartDate	7/8/2028	2/6/2027

tblConstructionPhase	PhaseStartDate	8/5/2028	2/5/2028
tblConstructionPhase	PhaseStartDate	6/10/2028	2/7/2026
tblConstructionPhase	PhaseStartDate	10/5/2024	8/3/2024
tblConstructionPhase	PhaseStartDate	11/29/2025	8/2/2025
tblConstructionPhase	PhaseStartDate	1/23/2027	8/21/2026
tblConstructionPhase	PhaseStartDate	7/13/2024	6/1/2025
tblConstructionPhase	PhaseStartDate	8/24/2024	6/1/2026
tblConstructionPhase	PhaseStartDate	5/13/2028	9/1/2026
tblConstructionPhase	PhaseStartDate	3/18/2028	9/1/2024
tblConstructionPhase	PhaseStartDate	4/15/2028	9/1/2025
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.75	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24NG	1,599.00	0.00
tblEnergyUse	T24E	775.93	0.00
tblEnergyUse	T24NG	9,200.58	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	159.50	0.00
tblFireplaces	NumberNoFireplace	29.00	0.00
tblFireplaces	NumberWood	101.50	0.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialExported	0.00	4,920.00
tblGrading	MaterialImported	0.00	2,622.00

tblGrading	MaterialImported	0.00	2,622.00
tblGrading	MaterialImported	0.00	2,622.00
tblLandUse	LandUseSquareFeet	290,000.00	232,100.00
tblLandUse	LotAcreage	18.13	9.29
tblLandUse	Population	829.00	1,007.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	133.40	0.00
tblSolidWaste	SolidWasteGenerationRate	0.02	0.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblTripsAndVMT	HaulingTripNumber	943.00	164.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblWater	IndoorWaterUseRate	18,894,667.43	0.00
tblWater	OutdoorWaterUseRate	11,911,855.55	0.00
tblWater	OutdoorWaterUseRate	297,870.34	0.00
tblWoodstoves	NumberCatalytic	14.50	0.00
tblWoodstoves	NumberNoncatalytic	14.50	0.00

tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	4.4931	33.5507	39.8964	0.0856	9.0162	1.3398	10.3560	3.6867	1.2327	4.9194	0.0000	8,408.7773	8,408.7773	1.9576	0.0000	8,445.0239
2025	7.3705	46.6245	63.1767	0.1456	11.5921	1.6834	13.2755	4.3783	1.5600	5.9383	0.0000	14,329.9391	14,329.9391	2.6760	0.0000	14,383.8388
2026	38.6111	47.7071	62.0157	0.1441	12.0357	1.7366	13.7723	4.4960	1.6131	6.1090	0.0000	14,177.3407	14,177.3407	2.6921	0.0000	14,230.8172
2027	35.4329	34.6130	46.0739	0.1190	5.1518	1.0929	6.2448	1.3831	1.0277	2.4109	0.0000	11,739.5542	11,739.5542	1.4073	0.0000	11,774.7365
2028	35.3230	18.4473	25.4732	0.0652	3.0195	0.5992	3.6187	0.8092	0.5665	1.3757	0.0000	6,426.7509	6,426.7509	0.7204	0.0000	6,444.7613
Maximum	**38.6111**	**47.7071**	**63.1767**	**0.1456**	**12.0357**	**1.7366**	**13.7723**	**4.4960**	**1.6131**	**6.1090**	**0.0000**	**14,329.9391**	**14,329.9391**	**2.6921**	**0.0000**	**14,383.8388**

2.1 Overall Construction (Maximum Daily Emission)

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					
2024	4.4931	33.5507	39.8964	0.0856	3.6823	1.3398	5.0221	1.4834	1.2327	2.7161	0.0000	8,408.7773	8,408.7773	1.9576	0.0000	8,445.0239
2025	7.3705	46.6245	63.1767	0.1456	5.9965	1.6834	7.6799	2.1107	1.5600	3.6707	0.0000	14,329.9391	14,329.9391	2.6760	0.0000	14,383.8388
2026	38.6111	47.7071	62.0157	0.1441	6.3938	1.7366	8.1305	2.2170	1.6131	3.8301	0.0000	14,177.3407	14,177.3407	2.6921	0.0000	14,230.8172
2027	35.4329	34.6130	46.0739	0.1190	4.6284	1.0929	5.7213	1.2547	1.0277	2.2824	0.0000	11,739.5542	11,739.5542	1.4073	0.0000	11,774.7365
2028	35.3230	18.4473	25.4732	0.0652	2.7115	0.5992	3.3107	0.7337	0.5665	1.3001	0.0000	6,426.7509	6,426.7509	0.7204	0.0000	6,444.7613
Maximum	**38.6111**	**47.7071**	**63.1767**	**0.1456**	**6.3938**	**1.7366**	**8.1305**	**2.2170**	**1.6131**	**3.8301**	**0.0000**	**14,329.9391**	**14,329.9391**	**2.6921**	**0.0000**	**14,383.8388**

	ROG	NOx	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**	**42.64**	**0.00**	**36.82**	**47.14**	**0.00**	**33.51**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	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	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

	ROG	NOx	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	Phase 4 - Grading	Grading	6/1/2024	8/2/2024	5	45	
2	Phase 5 - Grading	Grading	6/1/2025	8/1/2025	5	45	
3	Phase 6 - Grading	Grading	6/1/2026	7/31/2026	5	45	
4	Phase 4 - Building Construction	Building Construction	8/3/2024	2/6/2026	5	395	
5	Phase 5 - Building Construction	Building Construction	8/2/2025	2/5/2027	5	395	
6	Phase 6 - Building Construction	Building Construction	8/21/2026	2/24/2028	5	395	
7	Phase 4 - Paving	Paving	9/1/2024	11/1/2024	5	45	
8	Phase 5 - Paving	Paving	9/1/2025	10/31/2025	5	45	
9	Phase 6 - Paving	Paving	9/1/2026	11/2/2026	5	45	
10	Phase 4 - Coating	Architectural Coating	2/7/2026	6/12/2026	5	90	
11	Phase 5 - Coating	Architectural Coating	2/6/2027	6/11/2027	5	90	
12	Phase 6 - Coating	Architectural Coating	2/5/2028	6/9/2028	5	90	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.97

Residential Indoor: 460,181; Residential Outdoor: 153,394; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,920 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 4 - Grading	Excavators	2	8.00	158	0.38
Phase 4 - Grading	Graders	1	8.00	187	0.41
Phase 4 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 4 - Grading	Scrapers	2	8.00	367	0.48
Phase 4 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 5 - Grading	Excavators	2	8.00	158	0.38
Phase 5 - Grading	Graders	1	8.00	187	0.41
Phase 5 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 5 - Grading	Scrapers	2	8.00	367	0.48
Phase 5 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 6 - Grading	Excavators	2	8.00	158	0.38
Phase 6 - Grading	Graders	1	8.00	187	0.41
Phase 6 - Grading	Rubber Tired Dozers	1	8.00	247	0.40
Phase 6 - Grading	Scrapers	2	8.00	367	0.48
Phase 6 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Phase 4 - Building Construction	Cranes	1	7.00	231	0.29
Phase 4 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 4 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 4 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 4 - Building Construction	Welders	1	8.00	46	0.45
Phase 5 - Building Construction	Cranes	1	7.00	231	0.29
Phase 5 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 5 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 5 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 5 - Building Construction	Welders	1	8.00	46	0.45

Phase 6 - Building Construction	Cranes	1	7.00	231	0.29
Phase 6 - Building Construction	Forklifts	3	8.00	89	0.20
Phase 6 - Building Construction	Generator Sets	1	8.00	84	0.74
Phase 6 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 6 - Building Construction	Welders	1	8.00	46	0.45
Phase 4 - Paving	Pavers	2	8.00	130	0.42
Phase 4 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 4 - Paving	Rollers	2	8.00	80	0.38
Phase 5 - Paving	Pavers	2	8.00	130	0.42
Phase 5 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 5 - Paving	Rollers	2	8.00	80	0.38
Phase 6 - Paving	Pavers	2	8.00	130	0.42
Phase 6 - Paving	Paving Equipment	2	8.00	132	0.36
Phase 6 - Paving	Rollers	2	8.00	80	0.38
Phase 4 - Coating	Air Compressors	1	6.00	78	0.48
Phase 5 - Coating	Air Compressors	1	6.00	78	0.48
Phase 6 - Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

The Parcel Project - Mammoth Lakes - Construction Phase 4-6 - Great Basin UAPCD Air District, Winter

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
Phase 4 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Grading	8	20.00	0.00	164.00	10.80	7.30	50.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Building Construction	9	269.00	54.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 4 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 5 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 6 - Coating	1	54.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Phase 4 - Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**8.6923**	**1.3354**	**10.0277**	**3.5994**	**1.2286**	**4.8279**		**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

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	0.0416	1.1225	0.2959	6.2400e-003	0.1596	3.2800e-003	0.1629	0.0438	3.1400e-003	0.0469		654.0804	654.0804	9.4400e-003		654.3165
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1274	0.0512	0.5370	1.4200e-003	0.1643	1.0800e-003	0.1654	0.0436	9.9000e-004	0.0446		141.7912	141.7912	4.5200e-003		141.9043
Total	**0.1690**	**1.1737**	**0.8328**	**7.6600e-003**	**0.3239**	**4.3600e-003**	**0.3283**	**0.0874**	**4.1300e-003**	**0.0915**		**795.8716**	**795.8716**	**0.0140**		**796.2207**

3.2 Phase 4 - Grading - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
Total	**3.2181**	**32.3770**	**27.7228**	**0.0621**	**3.3900**	**1.3354**	**4.7254**	**1.4038**	**1.2286**	**2.6323**	**0.0000**	**6,009.7487**	**6,009.7487**	**1.9437**		**6,058.3405**

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	0.0416	1.1225	0.2959	6.2400e-003	0.1452	3.2800e-003	0.1484	0.0402	3.1400e-003	0.0434		654.0804	654.0804	9.4400e-003		654.3165
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1274	0.0512	0.5370	1.4200e-003	0.1472	1.0800e-003	0.1482	0.0394	9.9000e-004	0.0404		141.7912	141.7912	4.5200e-003		141.9043
Total	**0.1690**	**1.1737**	**0.8328**	**7.6600e-003**	**0.2923**	**4.3600e-003**	**0.2967**	**0.0796**	**4.1300e-003**	**0.0837**		**795.8716**	**795.8716**	**0.0140**		**796.2207**

3.3 Phase 5 - Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**8.6923**	**1.1309**	**9.8232**	**3.5994**	**1.0404**	**4.6398**		**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0408	1.0776	0.2943	6.2000e-003	0.1596	3.1200e-003	0.1627	0.0438	2.9900e-003	0.0468		650.0788	650.0788	9.1000e-003		650.3062
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1193	0.0462	0.4931	1.3700e-003	0.1643	1.0500e-003	0.1654	0.0436	9.7000e-004	0.0446		136.1977	136.1977	4.0500e-003		136.2990
Total	**0.1601**	**1.1239**	**0.7873**	**7.5700e-003**	**0.3239**	**4.1700e-003**	**0.3281**	**0.0874**	**3.9600e-003**	**0.0913**		**786.2765**	**786.2765**	**0.0132**		**786.6052**

3.3 Phase 5 - Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**3.3900**	**1.1309**	**4.5209**	**1.4038**	**1.0404**	**2.4442**	**0.0000**	**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0408	1.0776	0.2943	6.2000e-003	0.1452	3.1200e-003	0.1483	0.0402	2.9900e-003	0.0432		650.0788	650.0788	9.1000e-003		650.3062
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1193	0.0462	0.4931	1.3700e-003	0.1472	1.0500e-003	0.1482	0.0394	9.7000e-004	0.0403		136.1977	136.1977	4.0500e-003		136.2990
Total	**0.1601**	**1.1239**	**0.7873**	**7.5700e-003**	**0.2923**	**4.1700e-003**	**0.2965**	**0.0796**	**3.9600e-003**	**0.0836**		**786.2765**	**786.2765**	**0.0132**		**786.6052**

3.4 Phase 6 - Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6923	0.0000	8.6923	3.5994	0.0000	3.5994			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**8.6923**	**1.1309**	**9.8232**	**3.5994**	**1.0404**	**4.6398**		**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0401	1.0378	0.2935	6.1700e-003	0.1596	2.9700e-003	0.1626	0.0438	2.8400e-003	0.0466		646.6760	646.6760	8.7700e-003		646.8952
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1122	0.0420	0.4557	1.3200e-003	0.1643	1.0200e-003	0.1653	0.0436	9.4000e-004	0.0445		131.2803	131.2803	3.6500e-003		131.3716
Total	**0.1524**	**1.0798**	**0.7491**	**7.4900e-003**	**0.3239**	**3.9900e-003**	**0.3279**	**0.0874**	**3.7800e-003**	**0.0911**		**777.9563**	**777.9563**	**0.0124**		**778.2668**

3.4 Phase 6 - Grading - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3900	0.0000	3.3900	1.4038	0.0000	1.4038			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**3.3900**	**1.1309**	**4.5209**	**1.4038**	**1.0404**	**2.4442**	**0.0000**	**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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	0.0401	1.0378	0.2935	6.1700e-003	0.1452	2.9700e-003	0.1481	0.0402	2.8400e-003	0.0431		646.6760	646.6760	8.7700e-003		646.8952
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1122	0.0420	0.4557	1.3200e-003	0.1472	1.0200e-003	0.1482	0.0394	9.4000e-004	0.0403		131.2803	131.2803	3.6500e-003		131.3716
Total	**0.1524**	**1.0798**	**0.7491**	**7.4900e-003**	**0.2923**	**3.9900e-003**	**0.2963**	**0.0796**	**3.7800e-003**	**0.0834**		**777.9563**	**777.9563**	**0.0124**		**778.2668**

3.5 Phase 4 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.2180	4.5531	1.4791	0.0157	0.3661	6.9900e-003	0.3731	0.1054	6.6800e-003	0.1121		1,632.0958	1,632.0958	0.0673		1,633.7790
Worker	1.7135	0.6882	7.2220	0.0192	2.2098	0.0145	2.2243	0.5861	0.0134	0.5995		1,907.0920	1,907.0920	0.0608		1,908.6127
Total	**1.9314**	**5.2413**	**8.7011**	**0.0348**	**2.5759**	**0.0215**	**2.5974**	**0.6916**	**0.0201**	**0.7116**		**3,539.1878**	**3,539.1878**	**0.1282**		**3,542.3917**

3.5 Phase 4 - Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

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	0.2180	4.5531	1.4791	0.0157	0.3349	6.9900e-003	0.3419	0.0978	6.6800e-003	0.1044		1,632.0958	1,632.0958	0.0673		1,633.7790
Worker	1.7135	0.6882	7.2220	0.0192	1.9793	0.0145	1.9938	0.5296	0.0134	0.5429		1,907.0920	1,907.0920	0.0608		1,908.6127
Total	**1.9314**	**5.2413**	**8.7011**	**0.0348**	**2.3142**	**0.0215**	**2.3357**	**0.6273**	**0.0201**	**0.6474**		**3,539.1878**	**3,539.1878**	**0.1282**		**3,542.3917**

3.5 Phase 4 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.2079	4.4661	1.3983	0.0156	0.3661	6.6100e-003	0.3727	0.1054	6.3200e-003	0.1118		1,622.1900	1,622.1900	0.0642		1,623.7940
Worker	1.6045	0.6219	6.6315	0.0184	2.2098	0.0142	2.2240	0.5861	0.0131	0.5992		1,831.8585	1,831.8585	0.0545		1,833.2213
Total	**1.8124**	**5.0881**	**8.0298**	**0.0339**	**2.5759**	**0.0208**	**2.5967**	**0.6916**	**0.0194**	**0.7109**		**3,454.0485**	**3,454.0485**	**0.1187**		**3,457.0153**

3.5 Phase 4 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.2079	4.4661	1.3983	0.0156	0.3349	6.6100e-003	0.3415	0.0978	6.3200e-003	0.1041		1,622.1900	1,622.1900	0.0642		1,623.7940
Worker	1.6045	0.6219	6.6315	0.0184	1.9793	0.0142	1.9935	0.5296	0.0131	0.5426		1,831.8585	1,831.8585	0.0545		1,833.2213
Total	**1.8124**	**5.0881**	**8.0298**	**0.0339**	**2.3142**	**0.0208**	**2.3350**	**0.6273**	**0.0194**	**0.6467**		**3,454.0485**	**3,454.0485**	**0.1187**		**3,457.0153**

3.5 Phase 4 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1996	4.3903	1.3347	0.0155	0.3661	6.2400e-003	0.3724	0.1054	5.9600e-003	0.1114		1,613.8729	1,613.8729	0.0612		1,615.4037
Worker	1.5096	0.5654	6.1287	0.0177	2.2098	0.0137	2.2235	0.5861	0.0126	0.5987		1,765.7204	1,765.7204	0.0491		1,766.9485
Total	**1.7092**	**4.9557**	**7.4634**	**0.0332**	**2.5759**	**0.0199**	**2.5958**	**0.6916**	**0.0186**	**0.7101**		**3,379.5933**	**3,379.5933**	**0.1104**		**3,382.3522**

3.5 Phase 4 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1996	4.3903	1.3347	0.0155	0.3349	6.2400e-003	0.3411	0.0978	5.9600e-003	0.1037		1,613.8729	1,613.8729	0.0612		1,615.4037
Worker	1.5096	0.5654	6.1287	0.0177	1.9793	0.0137	1.9930	0.5296	0.0126	0.5422		1,765.7204	1,765.7204	0.0491		1,766.9485
Total	**1.7092**	**4.9557**	**7.4634**	**0.0332**	**2.3142**	**0.0199**	**2.3341**	**0.6273**	**0.0186**	**0.6459**		**3,379.5933**	**3,379.5933**	**0.1104**		**3,382.3522**

3.6 Phase 5 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.2079	4.4661	1.3983	0.0156	0.3661	6.6100e-003	0.3727	0.1054	6.3200e-003	0.1118		1,622.1900	1,622.1900	0.0642		1,623.7940
Worker	1.6045	0.6219	6.6315	0.0184	2.2098	0.0142	2.2240	0.5861	0.0131	0.5992		1,831.8585	1,831.8585	0.0545		1,833.2213
Total	**1.8124**	**5.0881**	**8.0298**	**0.0339**	**2.5759**	**0.0208**	**2.5967**	**0.6916**	**0.0194**	**0.7109**		**3,454.0485**	**3,454.0485**	**0.1187**		**3,457.0153**

3.6 Phase 5 - Building Construction - 2025

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.2079	4.4661	1.3983	0.0156	0.3349	6.6100e-003	0.3415	0.0978	6.3200e-003	0.1041		1,622.1900	1,622.1900	0.0642		1,623.7940
Worker	1.6045	0.6219	6.6315	0.0184	1.9793	0.0142	1.9935	0.5296	0.0131	0.5426		1,831.8585	1,831.8585	0.0545		1,833.2213
Total	**1.8124**	**5.0881**	**8.0298**	**0.0339**	**2.3142**	**0.0208**	**2.3350**	**0.6273**	**0.0194**	**0.6467**		**3,454.0485**	**3,454.0485**	**0.1187**		**3,457.0153**

3.6 Phase 5 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1996	4.3903	1.3347	0.0155	0.3661	6.2400e-003	0.3724	0.1054	5.9600e-003	0.1114		1,613.8729	1,613.8729	0.0612		1,615.4037
Worker	1.5096	0.5654	6.1287	0.0177	2.2098	0.0137	2.2235	0.5861	0.0126	0.5987		1,765.7204	1,765.7204	0.0491		1,766.9485
Total	**1.7092**	**4.9557**	**7.4634**	**0.0332**	**2.5759**	**0.0199**	**2.5958**	**0.6916**	**0.0186**	**0.7101**		**3,379.5933**	**3,379.5933**	**0.1104**		**3,382.3522**

3.6 Phase 5 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1996	4.3903	1.3347	0.0155	0.3349	6.2400e-003	0.3411	0.0978	5.9600e-003	0.1037		1,613.8729	1,613.8729	0.0612		1,615.4037
Worker	1.5096	0.5654	6.1287	0.0177	1.9793	0.0137	1.9930	0.5296	0.0126	0.5422		1,765.7204	1,765.7204	0.0491		1,766.9485
Total	**1.7092**	**4.9557**	**7.4634**	**0.0332**	**2.3142**	**0.0199**	**2.3341**	**0.6273**	**0.0186**	**0.6459**		**3,379.5933**	**3,379.5933**	**0.1104**		**3,382.3522**

3.6 Phase 5 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1922	4.3227	1.2796	0.0154	0.3661	5.9500e-003	0.3721	0.1054	5.6900e-003	0.1111		1,606.3969	1,606.3969	0.0584		1,607.8579
Worker	1.4119	0.5142	5.6727	0.0171	2.2098	0.0130	2.2227	0.5861	0.0119	0.5981		1,706.9059	1,706.9059	0.0443		1,708.0123
Total	**1.6042**	**4.8368**	**6.9523**	**0.0325**	**2.5759**	**0.0189**	**2.5948**	**0.6916**	**0.0176**	**0.7092**		**3,313.3028**	**3,313.3028**	**0.1027**		**3,315.8702**

3.6 Phase 5 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1922	4.3227	1.2796	0.0154	0.3349	5.9500e-003	0.3408	0.0978	5.6900e-003	0.1035		1,606.3969	1,606.3969	0.0584		1,607.8579
Worker	1.4119	0.5142	5.6727	0.0171	1.9793	0.0130	1.9923	0.5296	0.0119	0.5415		1,706.9059	1,706.9059	0.0443		1,708.0123
Total	**1.6042**	**4.8368**	**6.9523**	**0.0325**	**2.3142**	**0.0189**	**2.3331**	**0.6273**	**0.0176**	**0.6449**		**3,313.3028**	**3,313.3028**	**0.1027**		**3,315.8702**

3.7 Phase 6 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1996	4.3903	1.3347	0.0155	0.3661	6.2400e-003	0.3724	0.1054	5.9600e-003	0.1114		1,613.8729	1,613.8729	0.0612		1,615.4037
Worker	1.5096	0.5654	6.1287	0.0177	2.2098	0.0137	2.2235	0.5861	0.0126	0.5987		1,765.7204	1,765.7204	0.0491		1,766.9485
Total	**1.7092**	**4.9557**	**7.4634**	**0.0332**	**2.5759**	**0.0199**	**2.5958**	**0.6916**	**0.0186**	**0.7101**		**3,379.5933**	**3,379.5933**	**0.1104**		**3,382.3522**

3.7 Phase 6 - Building Construction - 2026

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1996	4.3903	1.3347	0.0155	0.3349	6.2400e-003	0.3411	0.0978	5.9600e-003	0.1037		1,613.8729	1,613.8729	0.0612		1,615.4037
Worker	1.5096	0.5654	6.1287	0.0177	1.9793	0.0137	1.9930	0.5296	0.0126	0.5422		1,765.7204	1,765.7204	0.0491		1,766.9485
Total	**1.7092**	**4.9557**	**7.4634**	**0.0332**	**2.3142**	**0.0199**	**2.3341**	**0.6273**	**0.0186**	**0.6459**		**3,379.5933**	**3,379.5933**	**0.1104**		**3,382.3522**

3.7 Phase 6 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1922	4.3227	1.2796	0.0154	0.3661	5.9500e-003	0.3721	0.1054	5.6900e-003	0.1111		1,606.3969	1,606.3969	0.0584		1,607.8579
Worker	1.4119	0.5142	5.6727	0.0171	2.2098	0.0130	2.2227	0.5861	0.0119	0.5981		1,706.9059	1,706.9059	0.0443		1,708.0123
Total	**1.6042**	**4.8368**	**6.9523**	**0.0325**	**2.5759**	**0.0189**	**2.5948**	**0.6916**	**0.0176**	**0.7092**		**3,313.3028**	**3,313.3028**	**0.1027**		**3,315.8702**

3.7 Phase 6 - Building Construction - 2027

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1922	4.3227	1.2796	0.0154	0.3349	5.9500e-003	0.3408	0.0978	5.6900e-003	0.1035		1,606.3969	1,606.3969	0.0584		1,607.8579
Worker	1.4119	0.5142	5.6727	0.0171	1.9793	0.0130	1.9923	0.5296	0.0119	0.5415		1,706.9059	1,706.9059	0.0443		1,708.0123
Total	**1.6042**	**4.8368**	**6.9523**	**0.0325**	**2.3142**	**0.0189**	**2.3331**	**0.6273**	**0.0176**	**0.6449**		**3,313.3028**	**3,313.3028**	**0.1027**		**3,315.8702**

3.7 Phase 6 - Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1861	4.2702	1.2357	0.0154	0.3661	5.6800e-003	0.3718	0.1054	5.4300e-003	0.1109		1,601.7193	1,601.7193	0.0559		1,603.1165
Worker	1.3256	0.4680	5.2831	0.0166	2.2098	0.0120	2.2218	0.5861	0.0111	0.5972		1,654.8990	1,654.8990	0.0402		1,655.9031
Total	**1.5117**	**4.7382**	**6.5188**	**0.0320**	**2.5759**	**0.0177**	**2.5936**	**0.6916**	**0.0165**	**0.7081**		**3,256.6183**	**3,256.6183**	**0.0961**		**3,259.0196**

3.7 Phase 6 - Building Construction - 2028

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	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

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	0.1861	4.2702	1.2357	0.0154	0.3349	5.6800e-003	0.3406	0.0978	5.4300e-003	0.1032		1,601.7193	1,601.7193	0.0559		1,603.1165
Worker	1.3256	0.4680	5.2831	0.0166	1.9793	0.0120	1.9913	0.5296	0.0111	0.5406		1,654.8990	1,654.8990	0.0402		1,655.9031
Total	**1.5117**	**4.7382**	**6.5188**	**0.0320**	**2.3142**	**0.0177**	**2.3319**	**0.6273**	**0.0165**	**0.6438**		**3,256.6183**	**3,256.6183**	**0.0961**		**3,259.0196**

3.8 Phase 4 - Paving - 2024

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9946**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

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	0.0956	0.0384	0.4027	1.0700e-003	0.1232	8.1000e-004	0.1240	0.0327	7.5000e-004	0.0334		106.3434	106.3434	3.3900e-003		106.4282
Total	**0.0956**	**0.0384**	**0.4027**	**1.0700e-003**	**0.1232**	**8.1000e-004**	**0.1240**	**0.0327**	**7.5000e-004**	**0.0334**		**106.3434**	**106.3434**	**3.3900e-003**		**106.4282**

3.8 Phase 4 - Paving - 2024

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9946**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

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	0.0956	0.0384	0.4027	1.0700e-003	0.1104	8.1000e-004	0.1112	0.0295	7.5000e-004	0.0303		106.3434	106.3434	3.3900e-003		106.4282
Total	**0.0956**	**0.0384**	**0.4027**	**1.0700e-003**	**0.1104**	**8.1000e-004**	**0.1112**	**0.0295**	**7.5000e-004**	**0.0303**		**106.3434**	**106.3434**	**3.3900e-003**		**106.4282**

3.9 Phase 5 - Paving - 2025

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0895	0.0347	0.3698	1.0300e-003	0.1232	7.9000e-004	0.1240	0.0327	7.3000e-004	0.0334		102.1482	102.1482	3.0400e-003		102.2242
Total	**0.0895**	**0.0347**	**0.3698**	**1.0300e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.3000e-004**	**0.0334**		**102.1482**	**102.1482**	**3.0400e-003**		**102.2242**

3.9 Phase 5 - Paving - 2025

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0895	0.0347	0.3698	1.0300e-003	0.1104	7.9000e-004	0.1112	0.0295	7.3000e-004	0.0303		102.1482	102.1482	3.0400e-003		102.2242
Total	**0.0895**	**0.0347**	**0.3698**	**1.0300e-003**	**0.1104**	**7.9000e-004**	**0.1112**	**0.0295**	**7.3000e-004**	**0.0303**		**102.1482**	**102.1482**	**3.0400e-003**		**102.2242**

3.10 Phase 6 - Paving - 2026

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0842	0.0315	0.3418	9.9000e-004	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		98.4602	98.4602	2.7400e-003		98.5287
Total	**0.0842**	**0.0315**	**0.3418**	**9.9000e-004**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**98.4602**	**98.4602**	**2.7400e-003**		**98.5287**

3.10 Phase 6 - Paving - 2026

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	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	6.4000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9216**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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	0.0842	0.0315	0.3418	9.9000e-004	0.1104	7.6000e-004	0.1111	0.0295	7.0000e-004	0.0302		98.4602	98.4602	2.7400e-003		98.5287
Total	**0.0842**	**0.0315**	**0.3418**	**9.9000e-004**	**0.1104**	**7.6000e-004**	**0.1111**	**0.0295**	**7.0000e-004**	**0.0302**		**98.4602**	**98.4602**	**2.7400e-003**		**98.5287**

3.11 Phase 4 - Coating - 2026

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.3031	0.1135	1.2303	3.5600e-003	0.4436	2.7500e-003	0.4464	0.1177	2.5300e-003	0.1202		354.4569	354.4569	9.8600e-003		354.7034
Total	**0.3031**	**0.1135**	**1.2303**	**3.5600e-003**	**0.4436**	**2.7500e-003**	**0.4464**	**0.1177**	**2.5300e-003**	**0.1202**		**354.4569**	**354.4569**	**9.8600e-003**		**354.7034**

3.11 Phase 4 - Coating - 2026

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.3031	0.1135	1.2303	3.5600e-003	0.3973	2.7500e-003	0.4001	0.1063	2.5300e-003	0.1088		354.4569	354.4569	9.8600e-003		354.7034
Total	**0.3031**	**0.1135**	**1.2303**	**3.5600e-003**	**0.3973**	**2.7500e-003**	**0.4001**	**0.1063**	**2.5300e-003**	**0.1088**		**354.4569**	**354.4569**	**9.8600e-003**		**354.7034**

3.12 Phase 5 - Coating - 2027

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2834	0.1032	1.1388	3.4400e-003	0.4436	2.6000e-003	0.4462	0.1177	2.3900e-003	0.1201		342.6503	342.6503	8.8800e-003		342.8724
Total	**0.2834**	**0.1032**	**1.1388**	**3.4400e-003**	**0.4436**	**2.6000e-003**	**0.4462**	**0.1177**	**2.3900e-003**	**0.1201**		**342.6503**	**342.6503**	**8.8800e-003**		**342.8724**

3.12 Phase 5 - Coating - 2027

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2834	0.1032	1.1388	3.4400e-003	0.3973	2.6000e-003	0.3999	0.1063	2.3900e-003	0.1087		342.6503	342.6503	8.8800e-003		342.8724
Total	**0.2834**	**0.1032**	**1.1388**	**3.4400e-003**	**0.3973**	**2.6000e-003**	**0.3999**	**0.1063**	**2.3900e-003**	**0.1087**		**342.6503**	**342.6503**	**8.8800e-003**		**342.8724**

3.13 Phase 6 - Coating - 2028

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2661	0.0939	1.0606	3.3300e-003	0.4436	2.4100e-003	0.4460	0.1177	2.2200e-003	0.1199		332.2102	332.2102	8.0600e-003		332.4118
Total	**0.2661**	**0.0939**	**1.0606**	**3.3300e-003**	**0.4436**	**2.4100e-003**	**0.4460**	**0.1177**	**2.2200e-003**	**0.1199**		**332.2102**	**332.2102**	**8.0600e-003**		**332.4118**

3.13 Phase 6 - Coating - 2028

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	32.0070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**32.1779**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.2661	0.0939	1.0606	3.3300e-003	0.3973	2.4100e-003	0.3998	0.1063	2.2200e-003	0.1085		332.2102	332.2102	8.0600e-003		332.4118
Total	**0.2661**	**0.0939**	**1.0606**	**3.3300e-003**	**0.3973**	**2.4100e-003**	**0.3998**	**0.1063**	**2.2200e-003**	**0.1085**		**332.2102**	**332.2102**	**8.0600e-003**		**332.4118**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Unenclosed Parking Structure	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed 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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Apartments Low Rise	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
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed 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		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885
Unmitigated	5.7350	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328	0.0000	43.1524	43.1524	0.0414	0.0000	44.1885

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0143					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7208	0.2756	23.9363	1.2700e-003		0.1328	0.1328		0.1328	0.1328		43.1524	43.1524	0.0414		44.1885
Total	**5.7350**	**0.2756**	**23.9363**	**1.2700e-003**		**0.1328**	**0.1328**		**0.1328**	**0.1328**	**0.0000**	**43.1524**	**43.1524**	**0.0414**	**0.0000**	**44.1885**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Operational

Great Basin UAPCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	635.00	Space	5.71	254,000.00	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.50	Acre	0.50	21,780.00	0
Apartments Low Rise	580.00	Dwelling Unit	18.57	464,200.00	2013

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational Run only. Senate Bill 100 requires 52 percent renewable energy by December 31, 2027. Since project is operational in 2028, intensity factors were reduced by 52 percent.

Land Use - Enclosed parking structure = proposed podium and tuck under parking.
25 open parking spots.
City Park = Open Space
Density Bonus and planned total population.
Total site is approximately 25 acres.

Construction Phase - Operational Emissions only - refer to Construction run for Construction emissions.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Trips and VMT - Operational Emissions Only.

Demolition - Operational Emissions Only.

Grading - Operational Emissions Only.

Architectural Coating - Operational Emissions Only.

Vehicle Trips - Per The Parcel Buildout Transportation Analysis, LSC Transportation Consultants Inc, dated Novemebr 6, 2020. Weekdays = 3,184 trips, weekends = 3,541 trips.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Woodstoves - Proposed project would not be allowed to use Wood Mass. Furthermore, the Town does not use Natural Gas but Propane.

Area Coating - 2019 CalGreen Code Table 4.504.3

Landscape Equipment -

Energy Use -

Mobile Land Use Mitigation - Project has a density bonus and would include on-site bus systems plus bike lanes. 100 percent of units would be affordable housing. Project is located within the Town Downtown Neighborhood District Plan.

Area Mitigation - Natural Gas heating.

Energy Mitigation - Parking would be under apartment homes. 2019 Title 24 Residential code is 53% more efficient than 2016 code.

Water Mitigation - 2019 CalGreen Code and Title 24 building Code.

Waste Mitigation - Requirements under AB 341 post 2020.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	15,840.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	313,335.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	940,005.00	0.00

tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblAreaCoating	Area_Residential_Exterior	313335	306788
tblAreaCoating	Area_Residential_Interior	940005	920363
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	319.00	0.00
tblFireplaces	NumberPropane	0.00	590.00
tblFireplaces	NumberWood	203.00	0.00
tblFleetMix	HHD	0.05	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.1810e-003	0.00
tblFleetMix	MCY	5.2160e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	8.3500e-004	0.00
tblFleetMix	MHD	9.4330e-003	0.00
tblFleetMix	OBUS	4.5490e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6250e-003	0.00
tblLandUse	LandUseSquareFeet	580,000.00	464,200.00
tblLandUse	LotAcreage	36.25	18.57

The Parcel Project - Mammoth Lakes - Operational - Great Basin UAPCD Air District, Annual

tblLandUse	Population	1,659.00	2,013.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblTripsAndVMT	VendorTripNumber	109.00	0.00
tblTripsAndVMT	WorkerTripNumber	538.00	0.00
tblTripsAndVMT	WorkerTripNumber	108.00	0.00
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tblVehicleEF	HHD	0.01	3.8210e-003
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tblVehicleEF	HHD	0.01	4.4590e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9470e-003	8.9800e-003
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tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	7.6620e-003	5.0610e-003
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tblVehicleEF	LDT1	0.30	0.22

tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.26	0.90
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tblVehicleEF	LDT1	0.33	0.24
tblVehicleEF	LDT1	0.16	0.16

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tblVehicleEF	LDT1	0.11	0.06
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tblVehicleEF	LDT1	2.0180e-003	1.4920e-003
tblVehicleEF	LDT1	3.0210e-003	1.9900e-003
tblVehicleEF	LDT1	1.8570e-003	1.3720e-003
tblVehicleEF	LDT1	2.7780e-003	1.8300e-003
tblVehicleEF	LDT1	0.34	0.31
tblVehicleEF	LDT1	0.51	0.35
tblVehicleEF	LDT1	0.21	0.21
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.32	1.12
tblVehicleEF	LDT1	0.19	0.24
tblVehicleEF	LDT1	2.7570e-003	2.8020e-003
tblVehicleEF	LDT1	6.5900e-004	5.5500e-004
tblVehicleEF	LDT1	0.34	0.31
tblVehicleEF	LDT1	0.51	0.35
tblVehicleEF	LDT1	0.21	0.21
tblVehicleEF	LDT1	0.04	0.02

tblVehicleEF	LDT1	0.32	1.12
tblVehicleEF	LDT1	0.20	0.27
tblVehicleEF	LDT2	5.2010e-003	2.7190e-003
tblVehicleEF	LDT2	7.7020e-003	0.06
tblVehicleEF	LDT2	0.66	0.69
tblVehicleEF	LDT2	1.85	2.77
tblVehicleEF	LDT2	296.04	284.79
tblVehicleEF	LDT2	67.20	60.14
tblVehicleEF	LDT2	0.08	0.06
tblVehicleEF	LDT2	0.14	0.24
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.12	0.74
tblVehicleEF	LDT2	0.10	0.30
tblVehicleEF	LDT2	2.9660e-003	2.8170e-003
tblVehicleEF	LDT2	7.0300e-004	5.9500e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.12	0.74

tblVehicleEF	LDT2	0.11	0.32
tblVehicleEF	LDT2	5.6050e-003	2.9940e-003
tblVehicleEF	LDT2	6.0520e-003	0.05
tblVehicleEF	LDT2	0.71	0.75
tblVehicleEF	LDT2	1.41	2.09
tblVehicleEF	LDT2	308.91	295.03
tblVehicleEF	LDT2	67.20	58.85
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.12	0.21
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.10	0.18
tblVehicleEF	LDT2	0.14	0.18
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.11	0.67
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	3.0950e-003	2.9190e-003
tblVehicleEF	LDT2	6.9600e-004	5.8200e-004
tblVehicleEF	LDT2	0.10	0.18
tblVehicleEF	LDT2	0.14	0.18
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.11	0.67
tblVehicleEF	LDT2	0.09	0.25

tblVehicleEF	LDT2	5.5930e-003	2.9840e-003
tblVehicleEF	LDT2	6.1880e-003	0.05
tblVehicleEF	LDT2	0.71	0.75
tblVehicleEF	LDT2	1.46	2.14
tblVehicleEF	LDT2	308.10	294.39
tblVehicleEF	LDT2	67.20	58.95
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.12	0.21
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.13	0.22
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	0.10	0.17
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.14	0.91
tblVehicleEF	LDT2	0.08	0.24
tblVehicleEF	LDT2	3.0870e-003	2.9120e-003
tblVehicleEF	LDT2	6.9600e-004	5.8300e-004
tblVehicleEF	LDT2	0.13	0.22
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	0.10	0.17
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.14	0.91
tblVehicleEF	LDT2	0.09	0.26
tblVehicleEF	LHD1	5.8160e-003	4.1070e-003

tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.52	1.22
tblVehicleEF	LHD1	3.56	1.21
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.61
tblVehicleEF	LHD1	28.44	10.40
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.76	1.11
tblVehicleEF	LHD1	1.27	0.27
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	3.6470e-003	3.1570e-003
tblVehicleEF	LHD1	0.17	0.14
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7870e-003	1.4930e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.94	1.63
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005

tblVehicleEF	LHD1	6.6220e-003	7.1710e-003
tblVehicleEF	LHD1	3.5100e-004	1.0300e-004
tblVehicleEF	LHD1	3.6470e-003	3.1570e-003
tblVehicleEF	LHD1	0.17	0.14
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.7870e-003	1.4930e-003
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.94	1.63
tblVehicleEF	LHD1	0.38	0.08
tblVehicleEF	LHD1	5.8160e-003	4.1240e-003
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.56	1.25
tblVehicleEF	LHD1	3.09	1.06
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.67
tblVehicleEF	LHD1	28.44	10.14
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.67	1.06
tblVehicleEF	LHD1	1.15	0.24
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	7.7160e-003	6.6880e-003
tblVehicleEF	LHD1	0.18	0.15
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.1920e-003	2.6550e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.91	1.57
tblVehicleEF	LHD1	0.32	0.07
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005
tblVehicleEF	LHD1	6.6230e-003	7.1710e-003
tblVehicleEF	LHD1	3.4300e-004	1.0000e-004
tblVehicleEF	LHD1	7.7160e-003	6.6880e-003
tblVehicleEF	LHD1	0.18	0.15
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	3.1920e-003	2.6550e-003
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.91	1.57
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD1	5.8160e-003	4.1230e-003
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.56	1.25
tblVehicleEF	LHD1	3.12	1.07
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.67

tblVehicleEF	LHD1	28.44	10.16
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.71	1.07
tblVehicleEF	LHD1	1.15	0.24
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	0.01	9.1270e-003
tblVehicleEF	LHD1	0.28	0.25
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.3830e-003	3.7950e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	1.05	1.81
tblVehicleEF	LHD1	0.32	0.07
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005
tblVehicleEF	LHD1	6.6230e-003	7.1710e-003
tblVehicleEF	LHD1	3.4400e-004	1.0100e-004
tblVehicleEF	LHD1	0.01	9.1270e-003
tblVehicleEF	LHD1	0.28	0.25
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	4.3830e-003	3.7950e-003
tblVehicleEF	LHD1	0.20	0.16

tblVehicleEF	LHD1	1.05	1.81
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD2	3.1410e-003	2.3650e-003
tblVehicleEF	LHD2	7.3760e-003	6.6720e-003
tblVehicleEF	LHD2	5.7130e-003	5.4890e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.14	0.47
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.07
tblVehicleEF	LHD2	20.10	5.78
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.74	1.01
tblVehicleEF	LHD2	0.40	0.13
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	7.0700e-004	8.5800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.8900e-004	4.6300e-004
tblVehicleEF	LHD2	0.11	0.12

tblVehicleEF	LHD2	0.11	0.30
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
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tblVehicleEF	LHD2	7.0700e-004	8.5800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8900e-004	4.6300e-004
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.11	0.30
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	3.1410e-003	2.3750e-003
tblVehicleEF	LHD2	7.4820e-003	6.7280e-003
tblVehicleEF	LHD2	5.3140e-003	5.0710e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.00	0.41
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.08
tblVehicleEF	LHD2	20.10	5.68
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.71	0.97
tblVehicleEF	LHD2	0.37	0.12
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02

tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	1.4860e-003	1.7910e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.0000e-004	8.1200e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.10	0.28
tblVehicleEF	LHD2	0.07	0.02
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
tblVehicleEF	LHD2	2.1900e-004	5.6000e-005
tblVehicleEF	LHD2	1.4860e-003	1.7910e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0000e-004	8.1200e-004
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.10	0.28
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	3.1410e-003	2.3740e-003
tblVehicleEF	LHD2	7.4790e-003	6.7260e-003
tblVehicleEF	LHD2	5.3360e-003	5.0920e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67

tblVehicleEF	LHD2	1.01	0.42
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.08
tblVehicleEF	LHD2	20.10	5.69
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.72	0.98
tblVehicleEF	LHD2	0.37	0.12
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	1.8070e-003	2.2010e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.2100e-004	1.0970e-003
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.12	0.33
tblVehicleEF	LHD2	0.07	0.03
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
tblVehicleEF	LHD2	2.1900e-004	5.6000e-005
tblVehicleEF	LHD2	1.8070e-003	2.2010e-003
tblVehicleEF	LHD2	0.05	0.06

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.2100e-004	1.0970e-003
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.12	0.33
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	MCY	0.50	0.36
tblVehicleEF	MCY	0.19	0.29
tblVehicleEF	MCY	21.11	21.11
tblVehicleEF	MCY	12.33	10.81
tblVehicleEF	MCY	176.84	221.75
tblVehicleEF	MCY	45.06	64.99
tblVehicleEF	MCY	1.22	1.22
tblVehicleEF	MCY	0.34	0.28
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	1.00	1.06
tblVehicleEF	MCY	0.76	0.79
tblVehicleEF	MCY	0.58	0.62
tblVehicleEF	MCY	2.44	2.44
tblVehicleEF	MCY	0.64	1.88
tblVehicleEF	MCY	2.60	2.29
tblVehicleEF	MCY	2.1850e-003	2.1940e-003
tblVehicleEF	MCY	7.2900e-004	6.4300e-004
tblVehicleEF	MCY	1.00	1.06
tblVehicleEF	MCY	0.76	0.79

tblVehicleEF	MCY	0.58	0.62
tblVehicleEF	MCY	3.03	3.03
tblVehicleEF	MCY	0.64	1.88
tblVehicleEF	MCY	2.83	2.49
tblVehicleEF	MCY	0.47	0.34
tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	18.88	18.99
tblVehicleEF	MCY	9.37	8.23
tblVehicleEF	MCY	176.84	217.87
tblVehicleEF	MCY	45.06	58.94
tblVehicleEF	MCY	1.05	1.05
tblVehicleEF	MCY	0.30	0.25
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	2.24	2.37
tblVehicleEF	MCY	0.96	1.01
tblVehicleEF	MCY	1.16	1.23
tblVehicleEF	MCY	2.29	2.30
tblVehicleEF	MCY	0.59	1.75
tblVehicleEF	MCY	1.94	1.70
tblVehicleEF	MCY	2.1450e-003	2.1560e-003
tblVehicleEF	MCY	6.6100e-004	5.8300e-004
tblVehicleEF	MCY	2.24	2.37
tblVehicleEF	MCY	0.96	1.01
tblVehicleEF	MCY	1.16	1.23

tblVehicleEF	MCY	2.85	2.85
tblVehicleEF	MCY	0.59	1.75
tblVehicleEF	MCY	2.11	1.85
tblVehicleEF	MCY	0.47	0.34
tblVehicleEF	MCY	0.15	0.23
tblVehicleEF	MCY	19.08	19.19
tblVehicleEF	MCY	9.59	8.39
tblVehicleEF	MCY	176.84	218.21
tblVehicleEF	MCY	45.06	59.31
tblVehicleEF	MCY	1.09	1.09
tblVehicleEF	MCY	0.30	0.26
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	3.67	3.89
tblVehicleEF	MCY	2.03	2.16
tblVehicleEF	MCY	2.04	2.18
tblVehicleEF	MCY	2.30	2.31
tblVehicleEF	MCY	0.77	2.25
tblVehicleEF	MCY	1.99	1.74
tblVehicleEF	MCY	2.1490e-003	2.1590e-003
tblVehicleEF	MCY	6.6600e-004	5.8700e-004
tblVehicleEF	MCY	3.67	3.89
tblVehicleEF	MCY	2.03	2.16
tblVehicleEF	MCY	2.04	2.18
tblVehicleEF	MCY	2.86	2.87

tblVehicleEF	MCY	0.77	2.25
tblVehicleEF	MCY	2.16	1.89
tblVehicleEF	MDV	0.01	3.1280e-003
tblVehicleEF	MDV	0.02	0.07
tblVehicleEF	MDV	1.04	0.73
tblVehicleEF	MDV	3.97	3.02
tblVehicleEF	MDV	411.27	349.20
tblVehicleEF	MDV	93.67	73.27
tblVehicleEF	MDV	0.16	0.07
tblVehicleEF	MDV	0.37	0.28
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.27	0.20
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.24	0.85
tblVehicleEF	MDV	0.27	0.36
tblVehicleEF	MDV	4.1190e-003	3.4510e-003
tblVehicleEF	MDV	1.0060e-003	7.2500e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.27	0.20
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.24	0.85

tblVehicleEF	MDV	0.29	0.39
tblVehicleEF	MDV	0.01	3.4410e-003
tblVehicleEF	MDV	0.02	0.06
tblVehicleEF	MDV	1.12	0.79
tblVehicleEF	MDV	3.01	2.27
tblVehicleEF	MDV	428.51	359.58
tblVehicleEF	MDV	93.67	71.83
tblVehicleEF	MDV	0.14	0.06
tblVehicleEF	MDV	0.32	0.24
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.20	0.22
tblVehicleEF	MDV	0.28	0.22
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.22	0.77
tblVehicleEF	MDV	0.21	0.28
tblVehicleEF	MDV	4.2920e-003	3.5540e-003
tblVehicleEF	MDV	9.8900e-004	7.1100e-004
tblVehicleEF	MDV	0.20	0.22
tblVehicleEF	MDV	0.28	0.22
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.22	0.77
tblVehicleEF	MDV	0.23	0.31

tblVehicleEF	MDV	0.01	3.4300e-003
tblVehicleEF	MDV	0.02	0.06
tblVehicleEF	MDV	1.12	0.78
tblVehicleEF	MDV	3.10	2.33
tblVehicleEF	MDV	427.43	358.93
tblVehicleEF	MDV	93.67	71.94
tblVehicleEF	MDV	0.14	0.06
tblVehicleEF	MDV	0.33	0.25
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.24	0.26
tblVehicleEF	MDV	0.39	0.30
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.30	1.05
tblVehicleEF	MDV	0.22	0.28
tblVehicleEF	MDV	4.2810e-003	3.5470e-003
tblVehicleEF	MDV	9.9100e-004	7.1200e-004
tblVehicleEF	MDV	0.24	0.26
tblVehicleEF	MDV	0.39	0.30
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.30	1.05
tblVehicleEF	MDV	0.24	0.31
tblVehicleEF	MH	0.03	9.4200e-003

tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.01	0.85
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tblVehicleEF	MH	58.25	17.16
tblVehicleEF	MH	1.54	1.62
tblVehicleEF	MH	1.15	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	0.98	0.76
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.35	0.29
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.60
tblVehicleEF	MH	0.43	0.09
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0700e-004	1.7000e-004
tblVehicleEF	MH	0.98	0.76
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.35	0.29
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.04	1.60
tblVehicleEF	MH	0.47	0.10

tblVehicleEF	MH	0.03	9.7290e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.10	0.89
tblVehicleEF	MH	5.97	1.76
tblVehicleEF	MH	1,213.68	1,456.65
tblVehicleEF	MH	58.25	16.67
tblVehicleEF	MH	1.43	1.53
tblVehicleEF	MH	1.04	0.23
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tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
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tblVehicleEF	MH	9.6000e-004	2.0300e-004
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tblVehicleEF	MH	0.58	0.45
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tblVehicleEF	MH	0.04	1.55
tblVehicleEF	MH	0.39	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8800e-004	1.6500e-004
tblVehicleEF	MH	2.11	1.61
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.58	0.45
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.04	1.55

tblVehicleEF	MH	0.42	0.09
tblVehicleEF	MH	0.03	9.7190e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.10	0.89
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tblVehicleEF	MH	1,213.68	1,456.65
tblVehicleEF	MH	58.25	16.70
tblVehicleEF	MH	1.47	1.56
tblVehicleEF	MH	1.04	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	2.85	2.09
tblVehicleEF	MH	0.15	0.11
tblVehicleEF	MH	0.91	0.71
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.73
tblVehicleEF	MH	0.39	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8900e-004	1.6500e-004
tblVehicleEF	MH	2.85	2.09
tblVehicleEF	MH	0.15	0.11
tblVehicleEF	MH	0.91	0.71
tblVehicleEF	MH	0.15	0.09

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tblVehicleEF	MHD	5.3000e-003	2.7460e-003
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tblVehicleEF	MHD	8.11	1.11
tblVehicleEF	MHD	1.4100e-004	4.3900e-004
tblVehicleEF	MHD	4.3120e-003	7.7770e-003
tblVehicleEF	MHD	9.6400e-004	2.4700e-004
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tblVehicleEF	MHD	1.4270e-003	1.0560e-003
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tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	7.8900e-004	5.7200e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.08	0.37
tblVehicleEF	MHD	0.48	0.10

tblVehicleEF	MHD	1.0210e-003	7.5700e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.7000e-004	1.9300e-004
tblVehicleEF	MHD	1.4270e-003	1.0560e-003
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	7.8900e-004	5.7200e-004
tblVehicleEF	MHD	0.06	0.03
tblVehicleEF	MHD	0.08	0.37
tblVehicleEF	MHD	0.53	0.11
tblVehicleEF	MHD	0.02	7.2040e-003
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tblVehicleEF	MHD	0.34	0.49
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tblVehicleEF	MHD	1.21	1.26
tblVehicleEF	MHD	8.01	1.10
tblVehicleEF	MHD	1.1800e-004	3.7300e-004
tblVehicleEF	MHD	4.3120e-003	7.7770e-003
tblVehicleEF	MHD	9.6400e-004	2.4700e-004
tblVehicleEF	MHD	1.1300e-004	3.5700e-004
tblVehicleEF	MHD	4.1150e-003	7.4230e-003

tblVehicleEF	MHD	8.8600e-004	2.2700e-004
tblVehicleEF	MHD	2.9950e-003	2.2160e-003
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tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.4000e-003	1.0040e-003
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tblVehicleEF	MHD	0.08	0.35
tblVehicleEF	MHD	0.44	0.09
tblVehicleEF	MHD	1.0820e-003	7.6500e-004
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tblVehicleEF	MHD	8.5400e-004	1.8800e-004
tblVehicleEF	MHD	2.9950e-003	2.2160e-003
tblVehicleEF	MHD	0.08	0.06
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	MHD	1.4000e-003	1.0040e-003
tblVehicleEF	MHD	0.06	0.03
tblVehicleEF	MHD	0.08	0.35
tblVehicleEF	MHD	0.48	0.10
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tblVehicleEF	MHD	73.97	19.04

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tblVehicleEF	MHD	8.01	1.10
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tblVehicleEF	MHD	4.3120e-003	7.7770e-003
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tblVehicleEF	MHD	8.8600e-004	2.2700e-004
tblVehicleEF	MHD	3.6870e-003	2.8250e-003
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tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	1.9110e-003	1.4370e-003
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tblVehicleEF	MHD	0.10	0.42
tblVehicleEF	MHD	0.44	0.09
tblVehicleEF	MHD	9.4400e-004	7.5200e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.5400e-004	1.8800e-004
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tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	1.9110e-003	1.4370e-003
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tblVehicleEF	OBUS	5.60	1.27
tblVehicleEF	OBUS	3.6000e-005	1.5300e-004
tblVehicleEF	OBUS	3.2030e-003	6.9160e-003
tblVehicleEF	OBUS	7.2800e-004	1.2600e-004
tblVehicleEF	OBUS	3.5000e-005	1.4700e-004
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tblVehicleEF	OBUS	1.4730e-003	1.1290e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	6.6700e-004	5.1600e-004
tblVehicleEF	OBUS	0.05	0.02
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tblVehicleEF	OBUS	6.6700e-004	1.2700e-004

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tblVehicleEF	OBUS	0.04	0.05
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tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.7200e-004	4.8000e-005
tblVehicleEF	SBUS	3.8000e-003	2.2460e-003
tblVehicleEF	SBUS	2.6250e-003	2.7000e-003
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.1000e-004	4.4000e-005
tblVehicleEF	SBUS	4.8430e-003	8.5100e-004
tblVehicleEF	SBUS	0.07	7.3830e-003
tblVehicleEF	SBUS	1.20	0.28
tblVehicleEF	SBUS	2.2890e-003	3.9200e-004
tblVehicleEF	SBUS	0.09	0.07
tblVehicleEF	SBUS	0.04	0.07
tblVehicleEF	SBUS	0.73	0.03
tblVehicleEF	SBUS	0.01	3.2470e-003
tblVehicleEF	SBUS	0.01	9.5680e-003
tblVehicleEF	SBUS	8.3300e-004	4.5000e-005
tblVehicleEF	SBUS	4.8430e-003	8.5100e-004

tblVehicleEF	SBUS	0.07	7.3830e-003
tblVehicleEF	SBUS	1.74	0.40
tblVehicleEF	SBUS	2.2890e-003	3.9200e-004
tblVehicleEF	SBUS	0.11	0.08
tblVehicleEF	SBUS	0.04	0.07
tblVehicleEF	SBUS	0.79	0.04
tblVehicleEF	SBUS	1.00	0.06
tblVehicleEF	SBUS	0.01	3.9180e-003
tblVehicleEF	SBUS	0.09	4.5580e-003
tblVehicleEF	SBUS	9.46	2.46
tblVehicleEF	SBUS	0.85	0.26
tblVehicleEF	SBUS	8.80	0.57
tblVehicleEF	SBUS	1,121.67	348.66
tblVehicleEF	SBUS	1,042.25	1,001.28
tblVehicleEF	SBUS	58.81	4.01
tblVehicleEF	SBUS	6.25	2.87
tblVehicleEF	SBUS	2.44	3.49
tblVehicleEF	SBUS	11.79	0.97
tblVehicleEF	SBUS	3.3480e-003	1.9890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.7200e-004	4.8000e-005
tblVehicleEF	SBUS	3.2040e-003	1.9030e-003
tblVehicleEF	SBUS	2.6250e-003	2.7000e-003
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.1000e-004	4.4000e-005
tblVehicleEF	SBUS	0.01	1.7690e-003

tblVehicleEF	SBUS	0.07	7.5960e-003
tblVehicleEF	SBUS	1.20	0.28
tblVehicleEF	SBUS	4.0140e-003	6.1400e-004
tblVehicleEF	SBUS	0.09	0.07
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	0.57	0.03
tblVehicleEF	SBUS	0.01	3.3200e-003
tblVehicleEF	SBUS	0.01	9.5680e-003
tblVehicleEF	SBUS	7.4400e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	1.7690e-003
tblVehicleEF	SBUS	0.07	7.5960e-003
tblVehicleEF	SBUS	1.74	0.39
tblVehicleEF	SBUS	4.0140e-003	6.1400e-004
tblVehicleEF	SBUS	0.12	0.08
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	0.62	0.03
tblVehicleEF	SBUS	1.00	0.06
tblVehicleEF	SBUS	0.01	3.9150e-003
tblVehicleEF	SBUS	0.09	4.7490e-003
tblVehicleEF	SBUS	9.65	2.54
tblVehicleEF	SBUS	0.85	0.26
tblVehicleEF	SBUS	9.67	0.62
tblVehicleEF	SBUS	1,010.63	330.18
tblVehicleEF	SBUS	1,042.25	1,001.28
tblVehicleEF	SBUS	58.81	4.10
tblVehicleEF	SBUS	5.80	2.76
tblVehicleEF	SBUS	2.49	3.56

tblVehicleEF	SBUS	11.80	0.97
tblVehicleEF	SBUS	4.8330e-003	2.8440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.7200e-004	4.8000e-005
tblVehicleEF	SBUS	4.6240e-003	2.7210e-003
tblVehicleEF	SBUS	2.6250e-003	2.7000e-003
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.1000e-004	4.4000e-005
tblVehicleEF	SBUS	0.01	1.9050e-003
tblVehicleEF	SBUS	0.07	8.5350e-003
tblVehicleEF	SBUS	1.21	0.28
tblVehicleEF	SBUS	5.2140e-003	8.7800e-004
tblVehicleEF	SBUS	0.09	0.07
tblVehicleEF	SBUS	0.05	0.09
tblVehicleEF	SBUS	0.59	0.03
tblVehicleEF	SBUS	9.9650e-003	3.1450e-003
tblVehicleEF	SBUS	0.01	9.5680e-003
tblVehicleEF	SBUS	7.5800e-004	4.1000e-005
tblVehicleEF	SBUS	0.01	1.9050e-003
tblVehicleEF	SBUS	0.07	8.5350e-003
tblVehicleEF	SBUS	1.75	0.40
tblVehicleEF	SBUS	5.2140e-003	8.7800e-004
tblVehicleEF	SBUS	0.12	0.08
tblVehicleEF	SBUS	0.05	0.09
tblVehicleEF	SBUS	0.65	0.03
tblVehicleEF	UBUS	0.04	0.09

tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	2.90	0.65
tblVehicleEF	UBUS	10.63	2.16
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	22.38
tblVehicleEF	UBUS	3.95	0.32
tblVehicleEF	UBUS	14.53	0.22
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	3.4220e-003	1.8570e-003
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	1.8120e-003	1.0640e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	0.79	0.09
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2890e-003	2.2100e-004
tblVehicleEF	UBUS	3.4220e-003	1.8570e-003
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	1.8120e-003	1.0640e-003
tblVehicleEF	UBUS	0.28	0.11

tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	0.86	0.10
tblVehicleEF	UBUS	0.04	0.09
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	2.94	0.65
tblVehicleEF	UBUS	7.64	1.68
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	21.58
tblVehicleEF	UBUS	3.76	0.31
tblVehicleEF	UBUS	14.41	0.20
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	7.3910e-003	3.8990e-003
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	3.0670e-003	1.7340e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.01	0.07
tblVehicleEF	UBUS	0.66	0.08
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2380e-003	2.1400e-004
tblVehicleEF	UBUS	7.3910e-003	3.8990e-003

tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	3.0670e-003	1.7340e-003
tblVehicleEF	UBUS	0.28	0.11
tblVehicleEF	UBUS	0.01	0.07
tblVehicleEF	UBUS	0.72	0.09
tblVehicleEF	UBUS	0.04	0.09
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	2.94	0.65
tblVehicleEF	UBUS	7.81	1.70
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	21.62
tblVehicleEF	UBUS	3.83	0.31
tblVehicleEF	UBUS	14.42	0.20
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	9.6210e-003	5.1720e-003
tblVehicleEF	UBUS	0.10	0.03
tblVehicleEF	UBUS	4.7240e-003	3.0020e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.02	0.10
tblVehicleEF	UBUS	0.67	0.08

tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2410e-003	2.1400e-004
tblVehicleEF	UBUS	9.6210e-003	5.1720e-003
tblVehicleEF	UBUS	0.10	0.03
tblVehicleEF	UBUS	4.7240e-003	3.0020e-003
tblVehicleEF	UBUS	0.28	0.11
tblVehicleEF	UBUS	0.02	0.10
tblVehicleEF	UBUS	0.73	0.09
tblVehicleTrips	ST_TR	7.16	6.11
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	6.11
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	5.49
tblVehicleTrips	WD_TR	1.89	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2028	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2029	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**2.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2028	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2029	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**2.9000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
7	7-1-2029	9-30-2029	0.0003	0.0003
		Highest	0.0003	0.0003

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	2.1889	0.6682	4.6654	2.3000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	546.6727	546.6727	0.0154	0.0389	558.6360
Energy	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233	0.0000	977.1973	977.1973	0.0331	0.0119	981.5558
Mobile	1.4573	3.2744	10.4655	0.0349	3.5196	0.0347	3.5543	0.9423	0.0327	0.9749	0.0000	3,242.9901	3,242.9901	0.0953	0.0000	3,245.3736
Waste						0.0000	0.0000		0.0000	0.0000	54.1661	0.0000	54.1661	3.2011	0.0000	134.1942
Water						0.0000	0.0000		0.0000	0.0000	11.9888	44.3437	56.3325	1.2332	0.0295	95.9447
Total	**3.6800**	**4.2313**	**15.2538**	**0.0370**	**3.5196**	**0.1152**	**3.6349**	**0.9423**	**0.1132**	**1.0555**	**66.1549**	**4,811.2038**	**4,877.3588**	**4.5782**	**0.0802**	**5,015.7043**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0528	0.4509	4.4793	2.7900e-003		0.0563	0.0563		0.0563	0.0563	0.0000	471.7599	471.7599	0.0157	8.5200e-003	474.6906
Energy	0.0185	0.1583	0.0674	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	709.0850	709.0850	0.0253	8.0400e-003	712.1142
Mobile	1.4208	2.9542	9.4845	0.0301	3.0093	0.0300	3.0393	0.8056	0.0283	0.8339	0.0000	2,796.6935	2,796.6935	0.0897	0.0000	2,798.9366
Waste						0.0000	0.0000		0.0000	0.0000	13.5415	0.0000	13.5415	0.8003	0.0000	33.5486
Water						0.0000	0.0000		0.0000	0.0000	9.5911	37.2919	46.8829	0.9866	0.0236	78.5794
Total	**3.4921**	**3.5634**	**14.0311**	**0.0339**	**3.0093**	**0.0991**	**3.1084**	**0.8056**	**0.0974**	**0.9030**	**23.1326**	**4,014.8302**	**4,037.9628**	**1.9177**	**0.0402**	**4,097.8693**

	ROG	NOx	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	**5.11**	**15.78**	**8.02**	**8.32**	**14.50**	**13.99**	**14.48**	**14.50**	**14.00**	**14.45**	**65.03**	**16.55**	**17.21**	**58.11**	**49.92**	**18.30**

3.0 Construction Detail

Construction Phase

The Parcel Project - Mammoth Lakes - Operational - Great Basin UAPCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2028	1/28/2028	5	20	
2	Site Preparation	Site Preparation	1/29/2028	2/11/2028	5	10	
3	Grading	Grading	2/12/2028	3/31/2028	5	35	
4	Building Construction	Building Construction	4/1/2028	8/31/2029	5	370	
5	Paving	Paving	9/1/2029	9/28/2029	5	20	
6	Architectural Coating	Architectural Coating	9/29/2029	10/26/2029	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 5.93

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

OffRoad Equipment

The Parcel Project - Mammoth Lakes - Operational - Great Basin UAPCD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2028

Unmitigated Construction On-Site

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

3.2 Demolition - 2028

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2028

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2028

Unmitigated Construction On-Site

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

3.3 Site Preparation - 2028

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2028

Mitigated Construction Off-Site

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

3.4 Grading - 2028

Unmitigated Construction On-Site

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

3.4 Grading - 2028

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2028

Mitigated Construction Off-Site

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

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

3.5 Building Construction - 2028

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2028

Mitigated Construction Off-Site

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

3.5 Building Construction - 2029

Unmitigated Construction On-Site

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

3.5 Building Construction - 2029

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2029

Mitigated Construction Off-Site

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

3.6 Paving - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2029

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	2.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9000e-004**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2029

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2029

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2029

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2029

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4208	2.9542	9.4845	0.0301	3.0093	0.0300	3.0393	0.8056	0.0283	0.8339	0.0000	2,796.6935	2,796.6935	0.0897	0.0000	2,798.9366
Unmitigated	1.4573	3.2744	10.4655	0.0349	3.5196	0.0347	3.5543	0.9423	0.0327	0.9749	0.0000	3,242.9901	3,242.9901	0.0953	0.0000	3,245.3736

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	3,184.20	3,543.80	3543.80	9,408,049	8,043,882
City Park	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	3,184.20	3,543.80	3,543.80	9,408,049	8,043,882

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Enclosed Parking Structure	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	525.7537	525.7537	0.0218	4.6800e-003	527.6935
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	642.9394	642.9394	0.0267	5.7200e-003	645.3115
NaturalGas Mitigated	0.0185	0.1583	0.0674	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	183.3313	183.3313	3.5100e-003	3.3600e-003	184.4207
NaturalGas Unmitigated	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233	0.0000	334.2579	334.2579	6.4100e-003	6.1300e-003	336.2442

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	6.26376e+006	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233	0.0000	334.2579	334.2579	6.4100e-003	6.1300e-003	336.2442
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0338**	**0.2886**	**0.1228**	**1.8400e-003**		**0.0233**	**0.0233**		**0.0233**	**0.0233**	**0.0000**	**334.2579**	**334.2579**	**6.4100e-003**	**6.1300e-003**	**336.2442**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	3.4355e+006	0.0185	0.1583	0.0674	1.0100e-003		0.0128	0.0128		0.0128	0.0128	0.0000	183.3313	183.3313	3.5100e-003	3.3600e-003	184.4207
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0185**	**0.1583**	**0.0674**	**1.0100e-003**		**0.0128**	**0.0128**		**0.0128**	**0.0128**	**0.0000**	**183.3313**	**183.3313**	**3.5100e-003**	**3.3600e-003**	**184.4207**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	2.76025e+006	422.1462	0.0175	3.7600e-003	423.7038
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	1.44018e+006	220.2579	9.1500e-003	1.9600e-003	221.0705
Parking Lot	3500	0.5353	2.0000e-005	0.0000	0.5373
Total		**642.9394**	**0.0267**	**5.7200e-003**	**645.3115**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	2.52173e+006	385.6674	0.0160	3.4300e-003	387.0903
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking Structure	912470	139.5510	5.7900e-003	1.2400e-003	140.0659
Parking Lot	3500	0.5353	2.0000e-005	0.0000	0.5373
Total		**525.7537**	**0.0218**	**4.6700e-003**	**527.6935**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	2.0528	0.4509	4.4793	2.7900e-003		0.0563	0.0563		0.0563	0.0563	0.0000	471.7599	471.7599	0.0157	8.5200e-003	474.6906
Unmitigated	2.1889	0.6682	4.6654	2.3000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	546.6727	546.6727	0.0154	0.0389	558.6360

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	0.1814					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0476	0.6186	0.3569	0.0000		0.0333	0.0333		0.0333	0.0333	0.0000	539.6262	539.6262	8.6300e-003	0.0389	551.4203
Landscaping	0.1297	0.0496	4.3085	2.3000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	7.0465	7.0465	6.7700e-003	0.0000	7.2157
Total	**2.1890**	**0.6682**	**4.6654**	**2.3000e-004**		**0.0572**	**0.0572**		**0.0572**	**0.0572**	**0.0000**	**546.6727**	**546.6727**	**0.0154**	**0.0389**	**558.6360**

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	0.1814					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6947					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0470	0.4013	0.1708	2.5600e-003		0.0324	0.0324		0.0324	0.0324	0.0000	464.7134	464.7134	8.9100e-003	8.5200e-003	467.4750
Landscaping	0.1297	0.0496	4.3085	2.3000e-004		0.0239	0.0239		0.0239	0.0239	0.0000	7.0465	7.0465	6.7700e-003	0.0000	7.2157
Total	**2.0528**	**0.4509**	**4.4793**	**2.7900e-003**		**0.0563**	**0.0563**		**0.0563**	**0.0563**	**0.0000**	**471.7599**	**471.7599**	**0.0157**	**8.5200e-003**	**474.6906**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	46.8829	0.9866	0.0236	78.5794
Unmitigated	56.3325	1.2332	0.0295	95.9447

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	37.7893 / 23.8237	56.0136	1.2332	0.0295	95.6246
City Park	0 / 0.595741	0.3189	1.0000e-005	0.0000	0.3201
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**56.3325**	**1.2332**	**0.0295**	**95.9447**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	30.2315 / 22.3705	46.5835	0.9866	0.0236	78.2788
City Park	0 / 0.5594	0.2994	1.0000e-005	0.0000	0.3005
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**46.8829**	**0.9866**	**0.0236**	**78.5794**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.5415	0.8003	0.0000	33.5486
Unmitigated	54.1661	3.2011	0.0000	134.1942

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	266.8	54.1580	3.2007	0.0000	134.1741
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**54.1661**	**3.2011**	**0.0000**	**134.1943**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	66.7	13.5395	0.8002	0.0000	33.5435
City Park	0.01	2.0300e-003	1.2000e-004	0.0000	5.0300e-003
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**13.5415**	**0.8003**	**0.0000**	**33.5486**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Operational

Great Basin UAPCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	635.00	Space	5.71	254,000.00	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.50	Acre	0.50	21,780.00	0
Apartments Low Rise	580.00	Dwelling Unit	18.57	464,200.00	2013

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational Run only. Senate Bill 100 requires 52 percent renewable energy by December 31, 2027. Since project is operational in 2028, intensity factors were reduced by 52 percent.

Land Use - Enclosed parking structure = proposed podium and tuck under parking.
25 open parking spots.
City Park = Open Space
Density Bonus and planned total population.
Total site is approximately 25 acres.

Construction Phase - Operational Emissions only - refer to Construction run for Construction emissions.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Trips and VMT - Operational Emissions Only.

Demolition - Operational Emissions Only.

Grading - Operational Emissions Only.

Architectural Coating - Operational Emissions Only.

Vehicle Trips - Per The Parcel Buildout Transportation Analysis, LSC Transportation Consultants Inc, dated Novemebr 6, 2020. Weekdays = 3,184 trips, weekends = 3,541 trips.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Woodstoves - Proposed project would not be allowed to use Wood Mass. Furthermore, the Town does not use Natural Gas but Propane.

Area Coating - 2019 CalGreen Code Table 4.504.3

Landscape Equipment -

Energy Use -

Mobile Land Use Mitigation - Project has a density bonus and would include on-site bus systems plus bike lanes. 100 percent of units would be affordable housing. Project is located within the Town Downtown Neighborhood District Plan.

Area Mitigation - Natural Gas heating.

Energy Mitigation - Parking would be under apartment homes. 2019 Title 24 Residential code is 53% more efficient than 2016 code.

Water Mitigation - 2019 CalGreen Code and Title 24 building Code.

Waste Mitigation - Requirements under AB 341 post 2020.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	15,840.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	313,335.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	940,005.00	0.00

tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblAreaCoating	Area_Residential_Exterior	313335	306788
tblAreaCoating	Area_Residential_Interior	940005	920363
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	319.00	0.00
tblFireplaces	NumberPropane	0.00	590.00
tblFireplaces	NumberWood	203.00	0.00
tblFleetMix	HHD	0.05	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.1810e-003	0.00
tblFleetMix	MCY	5.2160e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	8.3500e-004	0.00
tblFleetMix	MHD	9.4330e-003	0.00
tblFleetMix	OBUS	4.5490e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6250e-003	0.00
tblLandUse	LandUseSquareFeet	580,000.00	464,200.00
tblLandUse	LotAcreage	36.25	18.57

The Parcel Project - Mammoth Lakes - Operational - Great Basin UAPCD Air District, Summer

tblLandUse	Population	1,659.00	2,013.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblTripsAndVMT	VendorTripNumber	109.00	0.00
tblTripsAndVMT	WorkerTripNumber	538.00	0.00
tblTripsAndVMT	WorkerTripNumber	108.00	0.00
tblVehicleEF	HHD	0.66	0.03

tblVehicleEF	HHD	4.3020e-003	1.0870e-003
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.79	10.95
tblVehicleEF	HHD	0.59	0.21
tblVehicleEF	HHD	2.87	3.8230e-003
tblVehicleEF	HHD	7,829.37	1,639.06
tblVehicleEF	HHD	1,450.40	1,140.83
tblVehicleEF	HHD	7.00	0.03
tblVehicleEF	HHD	23.64	8.98
tblVehicleEF	HHD	1.61	2.26
tblVehicleEF	HHD	20.01	2.26
tblVehicleEF	HHD	0.01	3.9940e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.5520e-003	0.03
tblVehicleEF	HHD	7.3000e-005	0.00
tblVehicleEF	HHD	0.01	3.8210e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9470e-003	8.9800e-003
tblVehicleEF	HHD	6.2680e-003	0.03
tblVehicleEF	HHD	6.7000e-005	0.00
tblVehicleEF	HHD	7.6000e-005	0.00
tblVehicleEF	HHD	3.9220e-003	1.6000e-005
tblVehicleEF	HHD	0.76	0.75
tblVehicleEF	HHD	4.5000e-005	0.00
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	3.8200e-004	9.0000e-005

tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	0.07	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.1700e-004	0.00
tblVehicleEF	HHD	7.6000e-005	0.00
tblVehicleEF	HHD	3.9220e-003	1.6000e-005
tblVehicleEF	HHD	0.86	0.85
tblVehicleEF	HHD	4.5000e-005	0.00
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	3.8200e-004	9.0000e-005
tblVehicleEF	HHD	0.07	2.0000e-006
tblVehicleEF	HHD	0.62	0.04
tblVehicleEF	HHD	4.3320e-003	1.0880e-003
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	2.03	10.80
tblVehicleEF	HHD	0.60	0.21
tblVehicleEF	HHD	2.49	3.3220e-003
tblVehicleEF	HHD	8,293.35	1,618.83
tblVehicleEF	HHD	1,450.40	1,140.83
tblVehicleEF	HHD	7.00	0.03
tblVehicleEF	HHD	24.40	8.55
tblVehicleEF	HHD	1.55	2.18
tblVehicleEF	HHD	19.99	2.26
tblVehicleEF	HHD	9.8960e-003	3.5100e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.5520e-003	0.03

tblVehicleEF	HHD	7.3000e-005	0.00
tblVehicleEF	HHD	9.4680e-003	3.3580e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9470e-003	8.9800e-003
tblVehicleEF	HHD	6.2680e-003	0.03
tblVehicleEF	HHD	6.7000e-005	0.00
tblVehicleEF	HHD	1.6000e-004	1.0000e-006
tblVehicleEF	HHD	4.1700e-003	1.7000e-005
tblVehicleEF	HHD	0.72	0.79
tblVehicleEF	HHD	7.9000e-005	0.00
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	3.6500e-004	8.5000e-005
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.1100e-004	0.00
tblVehicleEF	HHD	1.6000e-004	1.0000e-006
tblVehicleEF	HHD	4.1700e-003	1.7000e-005
tblVehicleEF	HHD	0.81	0.90
tblVehicleEF	HHD	7.9000e-005	0.00
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	3.6500e-004	8.5000e-005
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	0.71	0.03
tblVehicleEF	HHD	4.3310e-003	1.0880e-003
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	3.84	11.15

tblVehicleEF	HHD	0.60	0.21
tblVehicleEF	HHD	2.50	3.3420e-003
tblVehicleEF	HHD	7,188.64	1,667.00
tblVehicleEF	HHD	1,450.40	1,140.83
tblVehicleEF	HHD	7.00	0.03
tblVehicleEF	HHD	22.60	9.57
tblVehicleEF	HHD	1.58	2.22
tblVehicleEF	HHD	19.99	2.26
tblVehicleEF	HHD	0.01	4.6610e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	6.5520e-003	0.03
tblVehicleEF	HHD	7.3000e-005	0.00
tblVehicleEF	HHD	0.01	4.4590e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9470e-003	8.9800e-003
tblVehicleEF	HHD	6.2680e-003	0.03
tblVehicleEF	HHD	6.7000e-005	0.00
tblVehicleEF	HHD	1.9100e-004	1.0000e-006
tblVehicleEF	HHD	5.5270e-003	2.6000e-005
tblVehicleEF	HHD	0.82	0.69
tblVehicleEF	HHD	1.1100e-004	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.3700e-004	1.0400e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	0.07	0.02
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	1.1100e-004	0.00
tblVehicleEF	HHD	1.9100e-004	1.0000e-006
tblVehicleEF	HHD	5.5270e-003	2.6000e-005
tblVehicleEF	HHD	0.93	0.78
tblVehicleEF	HHD	1.1100e-004	1.0000e-006
tblVehicleEF	HHD	0.09	0.03
tblVehicleEF	HHD	4.3700e-004	1.0400e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	LDA	3.0560e-003	1.3800e-003
tblVehicleEF	LDA	4.0300e-003	0.04
tblVehicleEF	LDA	0.43	0.46
tblVehicleEF	LDA	1.09	2.03
tblVehicleEF	LDA	202.21	222.10
tblVehicleEF	LDA	45.60	45.15
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.06	0.14
tblVehicleEF	LDA	1.4580e-003	1.1670e-003
tblVehicleEF	LDA	2.0820e-003	1.4660e-003
tblVehicleEF	LDA	1.3420e-003	1.0740e-003
tblVehicleEF	LDA	1.9140e-003	1.3480e-003
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	7.6620e-003	5.0610e-003
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.05	0.16
tblVehicleEF	LDA	2.0240e-003	2.1970e-003

tblVehicleEF	LDA	4.7400e-004	4.4700e-004
tblVehicleEF	LDA	0.02	0.04
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.01	7.3450e-003
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.06	0.18
tblVehicleEF	LDA	3.3030e-003	1.5270e-003
tblVehicleEF	LDA	3.1690e-003	0.03
tblVehicleEF	LDA	0.46	0.50
tblVehicleEF	LDA	0.83	1.53
tblVehicleEF	LDA	211.27	232.53
tblVehicleEF	LDA	45.60	44.25
tblVehicleEF	LDA	0.03	0.02
tblVehicleEF	LDA	0.05	0.13
tblVehicleEF	LDA	1.4580e-003	1.1670e-003
tblVehicleEF	LDA	2.0820e-003	1.4660e-003
tblVehicleEF	LDA	1.3420e-003	1.0740e-003
tblVehicleEF	LDA	1.9140e-003	1.3480e-003
tblVehicleEF	LDA	0.05	0.08
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	8.2730e-003	5.4760e-003
tblVehicleEF	LDA	0.03	0.20
tblVehicleEF	LDA	0.04	0.13
tblVehicleEF	LDA	2.1150e-003	2.3000e-003
tblVehicleEF	LDA	4.7000e-004	4.3800e-004

tblVehicleEF	LDA	0.05	0.08
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.01	7.9510e-003
tblVehicleEF	LDA	0.03	0.20
tblVehicleEF	LDA	0.05	0.14
tblVehicleEF	LDA	3.2960e-003	1.5220e-003
tblVehicleEF	LDA	3.2380e-003	0.03
tblVehicleEF	LDA	0.46	0.50
tblVehicleEF	LDA	0.85	1.57
tblVehicleEF	LDA	210.70	231.88
tblVehicleEF	LDA	45.60	44.32
tblVehicleEF	LDA	0.04	0.02
tblVehicleEF	LDA	0.05	0.13
tblVehicleEF	LDA	1.4580e-003	1.1670e-003
tblVehicleEF	LDA	2.0820e-003	1.4660e-003
tblVehicleEF	LDA	1.3420e-003	1.0740e-003
tblVehicleEF	LDA	1.9140e-003	1.3480e-003
tblVehicleEF	LDA	0.07	0.10
tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	8.2550e-003	5.4650e-003
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.04	0.13
tblVehicleEF	LDA	2.1100e-003	2.2940e-003
tblVehicleEF	LDA	4.7000e-004	4.3900e-004
tblVehicleEF	LDA	0.07	0.10

tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.01	7.9340e-003
tblVehicleEF	LDA	0.04	0.25
tblVehicleEF	LDA	0.05	0.14
tblVehicleEF	LDT1	9.5760e-003	3.3450e-003
tblVehicleEF	LDT1	0.02	0.06
tblVehicleEF	LDT1	1.01	0.79
tblVehicleEF	LDT1	3.66	2.30
tblVehicleEF	LDT1	263.74	272.95
tblVehicleEF	LDT1	60.91	57.16
tblVehicleEF	LDT1	0.13	0.07
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	2.0180e-003	1.4920e-003
tblVehicleEF	LDT1	3.0210e-003	1.9900e-003
tblVehicleEF	LDT1	1.8570e-003	1.3720e-003
tblVehicleEF	LDT1	2.7780e-003	1.8300e-003
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.30	0.22
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.26	0.90
tblVehicleEF	LDT1	0.23	0.31
tblVehicleEF	LDT1	2.6490e-003	2.7010e-003
tblVehicleEF	LDT1	6.7300e-004	5.6600e-004
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.30	0.22

tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.26	0.90
tblVehicleEF	LDT1	0.25	0.34
tblVehicleEF	LDT1	0.01	3.6740e-003
tblVehicleEF	LDT1	0.01	0.05
tblVehicleEF	LDT1	1.08	0.86
tblVehicleEF	LDT1	2.75	1.74
tblVehicleEF	LDT1	275.14	283.89
tblVehicleEF	LDT1	60.91	56.04
tblVehicleEF	LDT1	0.11	0.06
tblVehicleEF	LDT1	0.18	0.20
tblVehicleEF	LDT1	2.0180e-003	1.4920e-003
tblVehicleEF	LDT1	3.0210e-003	1.9900e-003
tblVehicleEF	LDT1	1.8570e-003	1.3720e-003
tblVehicleEF	LDT1	2.7780e-003	1.8300e-003
tblVehicleEF	LDT1	0.25	0.24
tblVehicleEF	LDT1	0.33	0.24
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.24	0.82
tblVehicleEF	LDT1	0.18	0.24
tblVehicleEF	LDT1	2.7640e-003	2.8090e-003
tblVehicleEF	LDT1	6.5700e-004	5.5500e-004
tblVehicleEF	LDT1	0.25	0.24
tblVehicleEF	LDT1	0.33	0.24
tblVehicleEF	LDT1	0.16	0.16

tblVehicleEF	LDT1	0.04	0.02
tblVehicleEF	LDT1	0.24	0.82
tblVehicleEF	LDT1	0.20	0.26
tblVehicleEF	LDT1	0.01	3.6630e-003
tblVehicleEF	LDT1	0.01	0.05
tblVehicleEF	LDT1	1.08	0.86
tblVehicleEF	LDT1	2.83	1.78
tblVehicleEF	LDT1	274.42	283.20
tblVehicleEF	LDT1	60.91	56.12
tblVehicleEF	LDT1	0.11	0.06
tblVehicleEF	LDT1	0.19	0.20
tblVehicleEF	LDT1	2.0180e-003	1.4920e-003
tblVehicleEF	LDT1	3.0210e-003	1.9900e-003
tblVehicleEF	LDT1	1.8570e-003	1.3720e-003
tblVehicleEF	LDT1	2.7780e-003	1.8300e-003
tblVehicleEF	LDT1	0.34	0.31
tblVehicleEF	LDT1	0.51	0.35
tblVehicleEF	LDT1	0.21	0.21
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.32	1.12
tblVehicleEF	LDT1	0.19	0.24
tblVehicleEF	LDT1	2.7570e-003	2.8020e-003
tblVehicleEF	LDT1	6.5900e-004	5.5500e-004
tblVehicleEF	LDT1	0.34	0.31
tblVehicleEF	LDT1	0.51	0.35
tblVehicleEF	LDT1	0.21	0.21
tblVehicleEF	LDT1	0.04	0.02

tblVehicleEF	LDT1	0.32	1.12
tblVehicleEF	LDT1	0.20	0.27
tblVehicleEF	LDT2	5.2010e-003	2.7190e-003
tblVehicleEF	LDT2	7.7020e-003	0.06
tblVehicleEF	LDT2	0.66	0.69
tblVehicleEF	LDT2	1.85	2.77
tblVehicleEF	LDT2	296.04	284.79
tblVehicleEF	LDT2	67.20	60.14
tblVehicleEF	LDT2	0.08	0.06
tblVehicleEF	LDT2	0.14	0.24
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.12	0.74
tblVehicleEF	LDT2	0.10	0.30
tblVehicleEF	LDT2	2.9660e-003	2.8170e-003
tblVehicleEF	LDT2	7.0300e-004	5.9500e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.12	0.74

tblVehicleEF	LDT2	0.11	0.32
tblVehicleEF	LDT2	5.6050e-003	2.9940e-003
tblVehicleEF	LDT2	6.0520e-003	0.05
tblVehicleEF	LDT2	0.71	0.75
tblVehicleEF	LDT2	1.41	2.09
tblVehicleEF	LDT2	308.91	295.03
tblVehicleEF	LDT2	67.20	58.85
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.12	0.21
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.10	0.18
tblVehicleEF	LDT2	0.14	0.18
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.11	0.67
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	3.0950e-003	2.9190e-003
tblVehicleEF	LDT2	6.9600e-004	5.8200e-004
tblVehicleEF	LDT2	0.10	0.18
tblVehicleEF	LDT2	0.14	0.18
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.11	0.67
tblVehicleEF	LDT2	0.09	0.25

tblVehicleEF	LDT2	5.5930e-003	2.9840e-003
tblVehicleEF	LDT2	6.1880e-003	0.05
tblVehicleEF	LDT2	0.71	0.75
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tblVehicleEF	LDT2	308.10	294.39
tblVehicleEF	LDT2	67.20	58.95
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.12	0.21
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.13	0.22
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	0.10	0.17
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.14	0.91
tblVehicleEF	LDT2	0.08	0.24
tblVehicleEF	LDT2	3.0870e-003	2.9120e-003
tblVehicleEF	LDT2	6.9600e-004	5.8300e-004
tblVehicleEF	LDT2	0.13	0.22
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	0.10	0.17
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.14	0.91
tblVehicleEF	LDT2	0.09	0.26
tblVehicleEF	LHD1	5.8160e-003	4.1070e-003

tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.52	1.22
tblVehicleEF	LHD1	3.56	1.21
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.61
tblVehicleEF	LHD1	28.44	10.40
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.76	1.11
tblVehicleEF	LHD1	1.27	0.27
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	3.6470e-003	3.1570e-003
tblVehicleEF	LHD1	0.17	0.14
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7870e-003	1.4930e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.94	1.63
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005

tblVehicleEF	LHD1	6.6220e-003	7.1710e-003
tblVehicleEF	LHD1	3.5100e-004	1.0300e-004
tblVehicleEF	LHD1	3.6470e-003	3.1570e-003
tblVehicleEF	LHD1	0.17	0.14
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.7870e-003	1.4930e-003
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.94	1.63
tblVehicleEF	LHD1	0.38	0.08
tblVehicleEF	LHD1	5.8160e-003	4.1240e-003
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.56	1.25
tblVehicleEF	LHD1	3.09	1.06
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.67
tblVehicleEF	LHD1	28.44	10.14
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.67	1.06
tblVehicleEF	LHD1	1.15	0.24
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	7.7160e-003	6.6880e-003
tblVehicleEF	LHD1	0.18	0.15
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.1920e-003	2.6550e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.91	1.57
tblVehicleEF	LHD1	0.32	0.07
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005
tblVehicleEF	LHD1	6.6230e-003	7.1710e-003
tblVehicleEF	LHD1	3.4300e-004	1.0000e-004
tblVehicleEF	LHD1	7.7160e-003	6.6880e-003
tblVehicleEF	LHD1	0.18	0.15
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	3.1920e-003	2.6550e-003
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.91	1.57
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD1	5.8160e-003	4.1230e-003
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.56	1.25
tblVehicleEF	LHD1	3.12	1.07
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.67

tblVehicleEF	LHD1	28.44	10.16
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.71	1.07
tblVehicleEF	LHD1	1.15	0.24
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	0.01	9.1270e-003
tblVehicleEF	LHD1	0.28	0.25
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.3830e-003	3.7950e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	1.05	1.81
tblVehicleEF	LHD1	0.32	0.07
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005
tblVehicleEF	LHD1	6.6230e-003	7.1710e-003
tblVehicleEF	LHD1	3.4400e-004	1.0100e-004
tblVehicleEF	LHD1	0.01	9.1270e-003
tblVehicleEF	LHD1	0.28	0.25
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	4.3830e-003	3.7950e-003
tblVehicleEF	LHD1	0.20	0.16

tblVehicleEF	LHD1	1.05	1.81
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD2	3.1410e-003	2.3650e-003
tblVehicleEF	LHD2	7.3760e-003	6.6720e-003
tblVehicleEF	LHD2	5.7130e-003	5.4890e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.14	0.47
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.07
tblVehicleEF	LHD2	20.10	5.78
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tblVehicleEF	LHD2	0.74	1.01
tblVehicleEF	LHD2	0.40	0.13
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	7.0700e-004	8.5800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.8900e-004	4.6300e-004
tblVehicleEF	LHD2	0.11	0.12

tblVehicleEF	LHD2	0.11	0.30
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
tblVehicleEF	LHD2	2.2100e-004	5.7000e-005
tblVehicleEF	LHD2	7.0700e-004	8.5800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8900e-004	4.6300e-004
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.11	0.30
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	3.1410e-003	2.3750e-003
tblVehicleEF	LHD2	7.4820e-003	6.7280e-003
tblVehicleEF	LHD2	5.3140e-003	5.0710e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.00	0.41
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.08
tblVehicleEF	LHD2	20.10	5.68
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.71	0.97
tblVehicleEF	LHD2	0.37	0.12
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02

tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	1.4860e-003	1.7910e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.0000e-004	8.1200e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.10	0.28
tblVehicleEF	LHD2	0.07	0.02
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
tblVehicleEF	LHD2	2.1900e-004	5.6000e-005
tblVehicleEF	LHD2	1.4860e-003	1.7910e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0000e-004	8.1200e-004
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.10	0.28
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	3.1410e-003	2.3740e-003
tblVehicleEF	LHD2	7.4790e-003	6.7260e-003
tblVehicleEF	LHD2	5.3360e-003	5.0920e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67

tblVehicleEF	LHD2	1.01	0.42
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.08
tblVehicleEF	LHD2	20.10	5.69
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.72	0.98
tblVehicleEF	LHD2	0.37	0.12
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	1.8070e-003	2.2010e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.2100e-004	1.0970e-003
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.12	0.33
tblVehicleEF	LHD2	0.07	0.03
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
tblVehicleEF	LHD2	2.1900e-004	5.6000e-005
tblVehicleEF	LHD2	1.8070e-003	2.2010e-003
tblVehicleEF	LHD2	0.05	0.06

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.2100e-004	1.0970e-003
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.12	0.33
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	MCY	0.50	0.36
tblVehicleEF	MCY	0.19	0.29
tblVehicleEF	MCY	21.11	21.11
tblVehicleEF	MCY	12.33	10.81
tblVehicleEF	MCY	176.84	221.75
tblVehicleEF	MCY	45.06	64.99
tblVehicleEF	MCY	1.22	1.22
tblVehicleEF	MCY	0.34	0.28
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	1.00	1.06
tblVehicleEF	MCY	0.76	0.79
tblVehicleEF	MCY	0.58	0.62
tblVehicleEF	MCY	2.44	2.44
tblVehicleEF	MCY	0.64	1.88
tblVehicleEF	MCY	2.60	2.29
tblVehicleEF	MCY	2.1850e-003	2.1940e-003
tblVehicleEF	MCY	7.2900e-004	6.4300e-004
tblVehicleEF	MCY	1.00	1.06
tblVehicleEF	MCY	0.76	0.79

tblVehicleEF	MCY	0.58	0.62
tblVehicleEF	MCY	3.03	3.03
tblVehicleEF	MCY	0.64	1.88
tblVehicleEF	MCY	2.83	2.49
tblVehicleEF	MCY	0.47	0.34
tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	18.88	18.99
tblVehicleEF	MCY	9.37	8.23
tblVehicleEF	MCY	176.84	217.87
tblVehicleEF	MCY	45.06	58.94
tblVehicleEF	MCY	1.05	1.05
tblVehicleEF	MCY	0.30	0.25
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	2.24	2.37
tblVehicleEF	MCY	0.96	1.01
tblVehicleEF	MCY	1.16	1.23
tblVehicleEF	MCY	2.29	2.30
tblVehicleEF	MCY	0.59	1.75
tblVehicleEF	MCY	1.94	1.70
tblVehicleEF	MCY	2.1450e-003	2.1560e-003
tblVehicleEF	MCY	6.6100e-004	5.8300e-004
tblVehicleEF	MCY	2.24	2.37
tblVehicleEF	MCY	0.96	1.01
tblVehicleEF	MCY	1.16	1.23

tblVehicleEF	MCY	2.85	2.85
tblVehicleEF	MCY	0.59	1.75
tblVehicleEF	MCY	2.11	1.85
tblVehicleEF	MCY	0.47	0.34
tblVehicleEF	MCY	0.15	0.23
tblVehicleEF	MCY	19.08	19.19
tblVehicleEF	MCY	9.59	8.39
tblVehicleEF	MCY	176.84	218.21
tblVehicleEF	MCY	45.06	59.31
tblVehicleEF	MCY	1.09	1.09
tblVehicleEF	MCY	0.30	0.26
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	3.67	3.89
tblVehicleEF	MCY	2.03	2.16
tblVehicleEF	MCY	2.04	2.18
tblVehicleEF	MCY	2.30	2.31
tblVehicleEF	MCY	0.77	2.25
tblVehicleEF	MCY	1.99	1.74
tblVehicleEF	MCY	2.1490e-003	2.1590e-003
tblVehicleEF	MCY	6.6600e-004	5.8700e-004
tblVehicleEF	MCY	3.67	3.89
tblVehicleEF	MCY	2.03	2.16
tblVehicleEF	MCY	2.04	2.18
tblVehicleEF	MCY	2.86	2.87

tblVehicleEF	MCY	0.77	2.25
tblVehicleEF	MCY	2.16	1.89
tblVehicleEF	MDV	0.01	3.1280e-003
tblVehicleEF	MDV	0.02	0.07
tblVehicleEF	MDV	1.04	0.73
tblVehicleEF	MDV	3.97	3.02
tblVehicleEF	MDV	411.27	349.20
tblVehicleEF	MDV	93.67	73.27
tblVehicleEF	MDV	0.16	0.07
tblVehicleEF	MDV	0.37	0.28
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.27	0.20
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.24	0.85
tblVehicleEF	MDV	0.27	0.36
tblVehicleEF	MDV	4.1190e-003	3.4510e-003
tblVehicleEF	MDV	1.0060e-003	7.2500e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.27	0.20
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.24	0.85

tblVehicleEF	MDV	0.29	0.39
tblVehicleEF	MDV	0.01	3.4410e-003
tblVehicleEF	MDV	0.02	0.06
tblVehicleEF	MDV	1.12	0.79
tblVehicleEF	MDV	3.01	2.27
tblVehicleEF	MDV	428.51	359.58
tblVehicleEF	MDV	93.67	71.83
tblVehicleEF	MDV	0.14	0.06
tblVehicleEF	MDV	0.32	0.24
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.20	0.22
tblVehicleEF	MDV	0.28	0.22
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.22	0.77
tblVehicleEF	MDV	0.21	0.28
tblVehicleEF	MDV	4.2920e-003	3.5540e-003
tblVehicleEF	MDV	9.8900e-004	7.1100e-004
tblVehicleEF	MDV	0.20	0.22
tblVehicleEF	MDV	0.28	0.22
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.22	0.77
tblVehicleEF	MDV	0.23	0.31

tblVehicleEF	MDV	0.01	3.4300e-003
tblVehicleEF	MDV	0.02	0.06
tblVehicleEF	MDV	1.12	0.78
tblVehicleEF	MDV	3.10	2.33
tblVehicleEF	MDV	427.43	358.93
tblVehicleEF	MDV	93.67	71.94
tblVehicleEF	MDV	0.14	0.06
tblVehicleEF	MDV	0.33	0.25
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.24	0.26
tblVehicleEF	MDV	0.39	0.30
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.30	1.05
tblVehicleEF	MDV	0.22	0.28
tblVehicleEF	MDV	4.2810e-003	3.5470e-003
tblVehicleEF	MDV	9.9100e-004	7.1200e-004
tblVehicleEF	MDV	0.24	0.26
tblVehicleEF	MDV	0.39	0.30
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.30	1.05
tblVehicleEF	MDV	0.24	0.31
tblVehicleEF	MH	0.03	9.4200e-003

tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.01	0.85
tblVehicleEF	MH	7.07	2.05
tblVehicleEF	MH	1,213.68	1,456.59
tblVehicleEF	MH	58.25	17.16
tblVehicleEF	MH	1.54	1.62
tblVehicleEF	MH	1.15	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	0.98	0.76
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.35	0.29
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.60
tblVehicleEF	MH	0.43	0.09
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0700e-004	1.7000e-004
tblVehicleEF	MH	0.98	0.76
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.35	0.29
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.04	1.60
tblVehicleEF	MH	0.47	0.10

tblVehicleEF	MH	0.03	9.7290e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.10	0.89
tblVehicleEF	MH	5.97	1.76
tblVehicleEF	MH	1,213.68	1,456.65
tblVehicleEF	MH	58.25	16.67
tblVehicleEF	MH	1.43	1.53
tblVehicleEF	MH	1.04	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	2.11	1.61
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.58	0.45
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.55
tblVehicleEF	MH	0.39	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8800e-004	1.6500e-004
tblVehicleEF	MH	2.11	1.61
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.58	0.45
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.04	1.55

tblVehicleEF	MH	0.42	0.09
tblVehicleEF	MH	0.03	9.7190e-003
tblVehicleEF	MH	0.03	0.02
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tblVehicleEF	MH	6.04	1.78
tblVehicleEF	MH	1,213.68	1,456.65
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tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	2.85	2.09
tblVehicleEF	MH	0.15	0.11
tblVehicleEF	MH	0.91	0.71
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.73
tblVehicleEF	MH	0.39	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8900e-004	1.6500e-004
tblVehicleEF	MH	2.85	2.09
tblVehicleEF	MH	0.15	0.11
tblVehicleEF	MH	0.91	0.71
tblVehicleEF	MH	0.15	0.09

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tblVehicleEF	MHD	1,190.38	1,147.54
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tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	7.8900e-004	5.7200e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.08	0.37
tblVehicleEF	MHD	0.48	0.10

tblVehicleEF	MHD	1.0210e-003	7.5700e-004
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tblVehicleEF	MHD	8.7000e-004	1.9300e-004
tblVehicleEF	MHD	1.4270e-003	1.0560e-003
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tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	7.8900e-004	5.7200e-004
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tblVehicleEF	MHD	0.08	0.37
tblVehicleEF	MHD	0.53	0.11
tblVehicleEF	MHD	0.02	7.2040e-003
tblVehicleEF	MHD	5.4420e-003	2.8440e-003
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tblVehicleEF	MHD	1,190.38	1,147.55
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tblVehicleEF	MHD	8.01	1.10
tblVehicleEF	MHD	1.1800e-004	3.7300e-004
tblVehicleEF	MHD	4.3120e-003	7.7770e-003
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tblVehicleEF	MHD	1.1300e-004	3.5700e-004
tblVehicleEF	MHD	4.1150e-003	7.4230e-003

tblVehicleEF	MHD	8.8600e-004	2.2700e-004
tblVehicleEF	MHD	2.9950e-003	2.2160e-003
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tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.4000e-003	1.0040e-003
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tblVehicleEF	MHD	0.08	0.35
tblVehicleEF	MHD	0.44	0.09
tblVehicleEF	MHD	1.0820e-003	7.6500e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.5400e-004	1.8800e-004
tblVehicleEF	MHD	2.9950e-003	2.2160e-003
tblVehicleEF	MHD	0.08	0.06
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	MHD	1.4000e-003	1.0040e-003
tblVehicleEF	MHD	0.06	0.03
tblVehicleEF	MHD	0.08	0.35
tblVehicleEF	MHD	0.48	0.10
tblVehicleEF	MHD	0.02	8.1990e-003
tblVehicleEF	MHD	5.4370e-003	2.8350e-003
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tblVehicleEF	MHD	0.39	0.31
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tblVehicleEF	MHD	1,190.38	1,147.55
tblVehicleEF	MHD	73.97	19.04

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tblVehicleEF	MHD	1.23	1.28
tblVehicleEF	MHD	8.01	1.10
tblVehicleEF	MHD	1.7100e-004	5.2900e-004
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tblVehicleEF	MHD	8.8600e-004	2.2700e-004
tblVehicleEF	MHD	3.6870e-003	2.8250e-003
tblVehicleEF	MHD	0.11	0.08
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	1.9110e-003	1.4370e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.10	0.42
tblVehicleEF	MHD	0.44	0.09
tblVehicleEF	MHD	9.4400e-004	7.5200e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.5400e-004	1.8800e-004
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tblVehicleEF	MHD	0.11	0.08
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	1.9110e-003	1.4370e-003
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tblVehicleEF	MHD	0.10	0.42
tblVehicleEF	MHD	0.48	0.10
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tblVehicleEF	OBUS	5.60	1.27
tblVehicleEF	OBUS	3.6000e-005	1.5300e-004
tblVehicleEF	OBUS	3.2030e-003	6.9160e-003
tblVehicleEF	OBUS	7.2800e-004	1.2600e-004
tblVehicleEF	OBUS	3.5000e-005	1.4700e-004
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tblVehicleEF	OBUS	1.4730e-003	1.1290e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	6.6700e-004	5.1600e-004
tblVehicleEF	OBUS	0.05	0.02
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tblVehicleEF	OBUS	0.36	0.08
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tblVehicleEF	OBUS	6.6700e-004	5.1600e-004
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tblVehicleEF	OBUS	0.04	0.33
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tblVehicleEF	OBUS	3.0000e-005	1.3600e-004
tblVehicleEF	OBUS	3.2030e-003	6.9160e-003
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tblVehicleEF	SBUS	0.01	0.02
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tblVehicleEF	UBUS	0.04	0.09

tblVehicleEF	UBUS	0.06	0.02
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tblVehicleEF	UBUS	0.06	4.0220e-003
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tblVehicleEF	UBUS	0.06	3.8030e-003
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tblVehicleEF	UBUS	3.4220e-003	1.8570e-003
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tblVehicleEF	UBUS	1.8120e-003	1.0640e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.02	0.08
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tblVehicleEF	UBUS	1.2890e-003	2.2100e-004
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tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	1.8120e-003	1.0640e-003
tblVehicleEF	UBUS	0.28	0.11

tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	0.86	0.10
tblVehicleEF	UBUS	0.04	0.09
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	2.94	0.65
tblVehicleEF	UBUS	7.64	1.68
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	21.58
tblVehicleEF	UBUS	3.76	0.31
tblVehicleEF	UBUS	14.41	0.20
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	7.3910e-003	3.8990e-003
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	3.0670e-003	1.7340e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.01	0.07
tblVehicleEF	UBUS	0.66	0.08
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2380e-003	2.1400e-004
tblVehicleEF	UBUS	7.3910e-003	3.8990e-003

tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	3.0670e-003	1.7340e-003
tblVehicleEF	UBUS	0.28	0.11
tblVehicleEF	UBUS	0.01	0.07
tblVehicleEF	UBUS	0.72	0.09
tblVehicleEF	UBUS	0.04	0.09
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	2.94	0.65
tblVehicleEF	UBUS	7.81	1.70
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	21.62
tblVehicleEF	UBUS	3.83	0.31
tblVehicleEF	UBUS	14.42	0.20
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	9.6210e-003	5.1720e-003
tblVehicleEF	UBUS	0.10	0.03
tblVehicleEF	UBUS	4.7240e-003	3.0020e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.02	0.10
tblVehicleEF	UBUS	0.67	0.08

tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2410e-003	2.1400e-004
tblVehicleEF	UBUS	9.6210e-003	5.1720e-003
tblVehicleEF	UBUS	0.10	0.03
tblVehicleEF	UBUS	4.7240e-003	3.0020e-003
tblVehicleEF	UBUS	0.28	0.11
tblVehicleEF	UBUS	0.02	0.10
tblVehicleEF	UBUS	0.73	0.09
tblVehicleTrips	ST_TR	7.16	6.11
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	6.11
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	5.49
tblVehicleTrips	WD_TR	1.89	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2028	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2029	0.0288	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0288**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2028	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2029	0.0288	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0288**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	13.6248	15.6398	56.5776	2.5300e-003		1.0780	1.0780		1.0780	1.0780	0.0000	14,594.5016	14,594.5016	0.3150	1.0446	14,913.6649
Energy	0.1851	1.5815	0.6730	0.0101		0.1279	0.1279		0.1279	0.1279		2,018.9384	2,018.9384	0.0387	0.0370	2,030.9360
Mobile	8.9225	18.2918	59.8980	0.2127	21.5312	0.2056	21.7368	5.7490	0.1937	5.9427		21,759.6837	21,759.6837	0.5618		21,773.7277
Total	**22.7324**	**35.5131**	**117.1486**	**0.2253**	**21.5312**	**1.4114**	**22.9426**	**5.7490**	**1.3995**	**7.1485**	**0.0000**	**38,373.1237**	**38,373.1237**	**0.9155**	**1.0816**	**38,718.3285**

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	12.8667	10.3383	52.0374	0.0650		1.0568	1.0568		1.0568	1.0568	0.0000	12,580.4225	12,580.4225	0.3224	0.2291	12,656.7409
Energy	0.1015	0.8674	0.3691	5.5400e-003		0.0701	0.0701		0.0701	0.0701		1,107.3322	1,107.3322	0.0212	0.0203	1,113.9125
Mobile	8.7079	16.5054	53.7797	0.1834	18.4092	0.1776	18.5868	4.9154	0.1673	5.0827		18,758.6624	18,758.6624	0.5241		18,771.7651
Total	**21.6761**	**27.7111**	**106.1862**	**0.2539**	**18.4092**	**1.3045**	**19.7137**	**4.9154**	**1.2942**	**6.2097**	**0.0000**	**32,446.4171**	**32,446.4171**	**0.8677**	**0.2494**	**32,542.4186**

	ROG	NOx	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	**4.65**	**21.97**	**9.36**	**-12.67**	**14.50**	**7.57**	**14.07**	**14.50**	**7.52**	**13.13**	**0.00**	**15.44**	**15.44**	**5.22**	**76.95**	**15.95**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2028	1/28/2028	5	20	
2	Site Preparation	Site Preparation	1/29/2028	2/11/2028	5	10	
3	Grading	Grading	2/12/2028	3/31/2028	5	35	
4	Building Construction	Building Construction	4/1/2028	8/31/2029	5	370	
5	Paving	Paving	9/1/2029	9/28/2029	5	20	
6	Architectural Coating	Architectural Coating	9/29/2029	10/26/2029	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 5.93

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

OffRoad Equipment

The Parcel Project - Mammoth Lakes - Operational - Great Basin UAPCD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2028

Unmitigated Construction On-Site

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

3.2 Demolition - 2028

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

Mitigated Construction On-Site

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

3.2 Demolition - 2028

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

3.3 Site Preparation - 2028

Unmitigated Construction On-Site

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

3.3 Site Preparation - 2028

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2028

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

3.4 Grading - 2028

Unmitigated Construction On-Site

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

3.4 Grading - 2028

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

Mitigated Construction On-Site

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

3.4 Grading - 2028

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

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

3.5 Building Construction - 2028

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2028

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

3.5 Building Construction - 2029

Unmitigated Construction On-Site

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

3.5 Building Construction - 2029

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2029

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

3.6 Paving - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0288**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2029

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0288**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2029

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

3.7 Architectural Coating - 2029

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2029

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2029

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	8.7079	16.5054	53.7797	0.1834	18.4092	0.1776	18.5868	4.9154	0.1673	5.0827		18,758.6624	18,758.6624	0.5241		18,771.7651
Unmitigated	8.9225	18.2918	59.8980	0.2127	21.5312	0.2056	21.7368	5.7490	0.1937	5.9427		21,759.6837	21,759.6837	0.5618		21,773.7277

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	3,184.20	3,543.80	3543.80	9,408,049	8,043,882
City Park	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	3,184.20	3,543.80	3,543.80	9,408,049	8,043,882

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Enclosed Parking Structure	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1015	0.8674	0.3691	5.5400e-003		0.0701	0.0701		0.0701	0.0701		1,107.3322	1,107.3322	0.0212	0.0203	1,113.9125
NaturalGas Unmitigated	0.1851	1.5815	0.6730	0.0101		0.1279	0.1279		0.1279	0.1279		2,018.9384	2,018.9384	0.0387	0.0370	2,030.9360

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	17161	0.1851	1.5815	0.6730	0.0101		0.1279	0.1279		0.1279	0.1279		2,018.9384	2,018.9384	0.0387	0.0370	2,030.9360
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1851**	**1.5815**	**0.6730**	**0.0101**		**0.1279**	**0.1279**		**0.1279**	**0.1279**		**2,018.9384**	**2,018.9384**	**0.0387**	**0.0370**	**2,030.9360**

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					
Apartments Low Rise	9.41232	0.1015	0.8674	0.3691	5.5400e-003		0.0701	0.0701		0.0701	0.0701		1,107.3322	1,107.3322	0.0212	0.0203	1,113.9125
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1015**	**0.8674**	**0.3691**	**5.5400e-003**		**0.0701**	**0.0701**		**0.0701**	**0.0701**		**1,107.3322**	**1,107.3322**	**0.0212**	**0.0203**	**1,113.9125**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.8667	10.3383	52.0374	0.0650		1.0568	1.0568		1.0568	1.0568	0.0000	12,580.4225	12,580.4225	0.3224	0.2291	12,656.7409
Unmitigated	13.6248	15.6398	56.5776	2.5300e-003		1.0780	1.0780		1.0780	1.0780	0.0000	14,594.5016	14,594.5016	0.3150	1.0446	14,913.6649

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	0.9941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.0285					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.1607	15.0885	8.7049	0.0000		0.8125	0.8125		0.8125	0.8125	0.0000	14,508.1967	14,508.1967	0.2321	1.0446	14,825.2879
Landscaping	1.4415	0.5513	47.8727	2.5300e-003		0.2655	0.2655		0.2655	0.2655		86.3049	86.3049	0.0829		88.3770
Total	**13.6248**	**15.6398**	**56.5776**	**2.5300e-003**		**1.0780**	**1.0780**		**1.0780**	**1.0780**	**0.0000**	**14,594.5016**	**14,594.5016**	**0.3150**	**1.0446**	**14,913.6649**

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	0.9941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.2858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.1453	9.7871	4.1647	0.0625		0.7913	0.7913		0.7913	0.7913	0.0000	12,494.1177	12,494.1177	0.2395	0.2291	12,568.3639
Landscaping	1.4415	0.5513	47.8727	2.5300e-003		0.2655	0.2655		0.2655	0.2655		86.3049	86.3049	0.0829		88.3770
Total	**12.8667**	**10.3383**	**52.0374**	**0.0650**		**1.0568**	**1.0568**		**1.0568**	**1.0568**	**0.0000**	**12,580.4225**	**12,580.4225**	**0.3224**	**0.2291**	**12,656.7409**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel Project - Mammoth Lakes - Operational

Great Basin UAPCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	635.00	Space	5.71	254,000.00	0
Parking Lot	25.00	Space	0.22	10,000.00	0
City Park	0.50	Acre	0.50	21,780.00	0
Apartments Low Rise	580.00	Dwelling Unit	18.57	464,200.00	2013

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	337.17	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational Run only. Senate Bill 100 requires 52 percent renewable energy by December 31, 2027. Since project is operational in 2028, intensity factors were reduced by 52 percent.

Land Use - Enclosed parking structure = proposed podium and tuck under parking.
25 open parking spots.
City Park = Open Space
Density Bonus and planned total population.
Total site is approximately 25 acres.

Construction Phase - Operational Emissions only - refer to Construction run for Construction emissions.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Off-road Equipment - Operational Emissions Only.

Trips and VMT - Operational Emissions Only.

Demolition - Operational Emissions Only.

Grading - Operational Emissions Only.

Architectural Coating - Operational Emissions Only.

Vehicle Trips - Per The Parcel Buildout Transportation Analysis, LSC Transportation Consultants Inc, dated Novemebr 6, 2020. Weekdays = 3,184 trips, weekends = 3,541 trips.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Vehicle Emission Factors - EMFAC 2017 EF for GBUAPCD Operational Year 2028.

Woodstoves - Proposed project would not be allowed to use Wood Mass. Furthermore, the Town does not use Natural Gas but Propane.

Area Coating - 2019 CalGreen Code Table 4.504.3

Landscape Equipment -

Energy Use -

Mobile Land Use Mitigation - Project has a density bonus and would include on-site bus systems plus bike lanes. 100 percent of units would be affordable housing. Project is located within the Town Downtown Neighborhood District Plan.

Area Mitigation - Natural Gas heating.

Energy Mitigation - Parking would be under apartment homes. 2019 Title 24 Residential code is 53% more efficient than 2016 code.

Water Mitigation - 2019 CalGreen Code and Title 24 building Code.

Waste Mitigation - Requirements under AB 341 post 2020.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	15,840.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	313,335.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	940,005.00	0.00

tblAreaCoating	Area_EF_Nonresidential_Exterior	250	100
tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	100
tblAreaCoating	Area_EF_Residential_Interior	250	50
tblAreaCoating	Area_Residential_Exterior	313335	306788
tblAreaCoating	Area_Residential_Interior	940005	920363
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	319.00	0.00
tblFireplaces	NumberPropane	0.00	590.00
tblFireplaces	NumberWood	203.00	0.00
tblFleetMix	HHD	0.05	0.00
tblFleetMix	LDA	0.56	0.00
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.1810e-003	0.00
tblFleetMix	MCY	5.2160e-003	0.00
tblFleetMix	MDV	0.11	0.00
tblFleetMix	MH	8.3500e-004	0.00
tblFleetMix	MHD	9.4330e-003	0.00
tblFleetMix	OBUS	4.5490e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6250e-003	0.00
tblLandUse	LandUseSquareFeet	580,000.00	464,200.00
tblLandUse	LotAcreage	36.25	18.57

The Parcel Project - Mammoth Lakes - Operational - Great Basin UAPCD Air District, Winter

tblLandUse	Population	1,659.00	2,013.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	702.44	337.17
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblTripsAndVMT	VendorTripNumber	109.00	0.00
tblTripsAndVMT	WorkerTripNumber	538.00	0.00
tblTripsAndVMT	WorkerTripNumber	108.00	0.00
tblVehicleEF	HHD	0.66	0.03

tblVehicleEF	HHD	4.3020e-003	1.0870e-003
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tblVehicleEF	HHD	0.06	1.0000e-006
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tblVehicleEF	HHD	0.08	0.02
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tblVehicleEF	HHD	0.01	4.4590e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9470e-003	8.9800e-003
tblVehicleEF	HHD	6.2680e-003	0.03
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tblVehicleEF	HHD	0.01	0.01

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tblVehicleEF	LDA	0.08	0.09
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tblVehicleEF	LDA	0.04	0.13
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tblVehicleEF	LDT1	0.13	0.07
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tblVehicleEF	LDT1	3.0210e-003	1.9900e-003
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tblVehicleEF	LDT1	0.30	0.22
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.02	0.01
tblVehicleEF	LDT1	0.26	0.90
tblVehicleEF	LDT1	0.23	0.31
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tblVehicleEF	LDT1	0.30	0.22

tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.26	0.90
tblVehicleEF	LDT1	0.25	0.34
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tblVehicleEF	LDT1	0.18	0.20
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tblVehicleEF	LDT1	3.0210e-003	1.9900e-003
tblVehicleEF	LDT1	1.8570e-003	1.3720e-003
tblVehicleEF	LDT1	2.7780e-003	1.8300e-003
tblVehicleEF	LDT1	0.25	0.24
tblVehicleEF	LDT1	0.33	0.24
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.24	0.82
tblVehicleEF	LDT1	0.18	0.24
tblVehicleEF	LDT1	2.7640e-003	2.8090e-003
tblVehicleEF	LDT1	6.5700e-004	5.5500e-004
tblVehicleEF	LDT1	0.25	0.24
tblVehicleEF	LDT1	0.33	0.24
tblVehicleEF	LDT1	0.16	0.16

tblVehicleEF	LDT1	0.04	0.02
tblVehicleEF	LDT1	0.24	0.82
tblVehicleEF	LDT1	0.20	0.26
tblVehicleEF	LDT1	0.01	3.6630e-003
tblVehicleEF	LDT1	0.01	0.05
tblVehicleEF	LDT1	1.08	0.86
tblVehicleEF	LDT1	2.83	1.78
tblVehicleEF	LDT1	274.42	283.20
tblVehicleEF	LDT1	60.91	56.12
tblVehicleEF	LDT1	0.11	0.06
tblVehicleEF	LDT1	0.19	0.20
tblVehicleEF	LDT1	2.0180e-003	1.4920e-003
tblVehicleEF	LDT1	3.0210e-003	1.9900e-003
tblVehicleEF	LDT1	1.8570e-003	1.3720e-003
tblVehicleEF	LDT1	2.7780e-003	1.8300e-003
tblVehicleEF	LDT1	0.34	0.31
tblVehicleEF	LDT1	0.51	0.35
tblVehicleEF	LDT1	0.21	0.21
tblVehicleEF	LDT1	0.03	0.02
tblVehicleEF	LDT1	0.32	1.12
tblVehicleEF	LDT1	0.19	0.24
tblVehicleEF	LDT1	2.7570e-003	2.8020e-003
tblVehicleEF	LDT1	6.5900e-004	5.5500e-004
tblVehicleEF	LDT1	0.34	0.31
tblVehicleEF	LDT1	0.51	0.35
tblVehicleEF	LDT1	0.21	0.21
tblVehicleEF	LDT1	0.04	0.02

tblVehicleEF	LDT1	0.32	1.12
tblVehicleEF	LDT1	0.20	0.27
tblVehicleEF	LDT2	5.2010e-003	2.7190e-003
tblVehicleEF	LDT2	7.7020e-003	0.06
tblVehicleEF	LDT2	0.66	0.69
tblVehicleEF	LDT2	1.85	2.77
tblVehicleEF	LDT2	296.04	284.79
tblVehicleEF	LDT2	67.20	60.14
tblVehicleEF	LDT2	0.08	0.06
tblVehicleEF	LDT2	0.14	0.24
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.12	0.74
tblVehicleEF	LDT2	0.10	0.30
tblVehicleEF	LDT2	2.9660e-003	2.8170e-003
tblVehicleEF	LDT2	7.0300e-004	5.9500e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.13	0.17
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.12	0.74

tblVehicleEF	LDT2	0.11	0.32
tblVehicleEF	LDT2	5.6050e-003	2.9940e-003
tblVehicleEF	LDT2	6.0520e-003	0.05
tblVehicleEF	LDT2	0.71	0.75
tblVehicleEF	LDT2	1.41	2.09
tblVehicleEF	LDT2	308.91	295.03
tblVehicleEF	LDT2	67.20	58.85
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.12	0.21
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.10	0.18
tblVehicleEF	LDT2	0.14	0.18
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.11	0.67
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	3.0950e-003	2.9190e-003
tblVehicleEF	LDT2	6.9600e-004	5.8200e-004
tblVehicleEF	LDT2	0.10	0.18
tblVehicleEF	LDT2	0.14	0.18
tblVehicleEF	LDT2	0.08	0.13
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.11	0.67
tblVehicleEF	LDT2	0.09	0.25

tblVehicleEF	LDT2	5.5930e-003	2.9840e-003
tblVehicleEF	LDT2	6.1880e-003	0.05
tblVehicleEF	LDT2	0.71	0.75
tblVehicleEF	LDT2	1.46	2.14
tblVehicleEF	LDT2	308.10	294.39
tblVehicleEF	LDT2	67.20	58.95
tblVehicleEF	LDT2	0.07	0.05
tblVehicleEF	LDT2	0.12	0.21
tblVehicleEF	LDT2	1.6340e-003	1.2940e-003
tblVehicleEF	LDT2	2.3130e-003	1.6280e-003
tblVehicleEF	LDT2	1.5030e-003	1.1910e-003
tblVehicleEF	LDT2	2.1270e-003	1.4970e-003
tblVehicleEF	LDT2	0.13	0.22
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	0.10	0.17
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.14	0.91
tblVehicleEF	LDT2	0.08	0.24
tblVehicleEF	LDT2	3.0870e-003	2.9120e-003
tblVehicleEF	LDT2	6.9600e-004	5.8300e-004
tblVehicleEF	LDT2	0.13	0.22
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	0.10	0.17
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.14	0.91
tblVehicleEF	LDT2	0.09	0.26
tblVehicleEF	LHD1	5.8160e-003	4.1070e-003

tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.52	1.22
tblVehicleEF	LHD1	3.56	1.21
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.61
tblVehicleEF	LHD1	28.44	10.40
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.76	1.11
tblVehicleEF	LHD1	1.27	0.27
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	3.6470e-003	3.1570e-003
tblVehicleEF	LHD1	0.17	0.14
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7870e-003	1.4930e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.94	1.63
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005

tblVehicleEF	LHD1	6.6220e-003	7.1710e-003
tblVehicleEF	LHD1	3.5100e-004	1.0300e-004
tblVehicleEF	LHD1	3.6470e-003	3.1570e-003
tblVehicleEF	LHD1	0.17	0.14
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.7870e-003	1.4930e-003
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.94	1.63
tblVehicleEF	LHD1	0.38	0.08
tblVehicleEF	LHD1	5.8160e-003	4.1240e-003
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.56	1.25
tblVehicleEF	LHD1	3.09	1.06
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.67
tblVehicleEF	LHD1	28.44	10.14
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.67	1.06
tblVehicleEF	LHD1	1.15	0.24
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	7.7160e-003	6.6880e-003
tblVehicleEF	LHD1	0.18	0.15
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.1920e-003	2.6550e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	0.91	1.57
tblVehicleEF	LHD1	0.32	0.07
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005
tblVehicleEF	LHD1	6.6230e-003	7.1710e-003
tblVehicleEF	LHD1	3.4300e-004	1.0000e-004
tblVehicleEF	LHD1	7.7160e-003	6.6880e-003
tblVehicleEF	LHD1	0.18	0.15
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	3.1920e-003	2.6550e-003
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.91	1.57
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD1	5.8160e-003	4.1230e-003
tblVehicleEF	LHD1	0.03	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.17
tblVehicleEF	LHD1	1.56	1.25
tblVehicleEF	LHD1	3.12	1.07
tblVehicleEF	LHD1	9.24	9.05
tblVehicleEF	LHD1	675.52	736.67

tblVehicleEF	LHD1	28.44	10.16
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.71	1.07
tblVehicleEF	LHD1	1.15	0.24
tblVehicleEF	LHD1	9.4600e-004	9.9100e-004
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	1.0330e-003	3.0800e-004
tblVehicleEF	LHD1	9.0500e-004	9.4800e-004
tblVehicleEF	LHD1	2.5710e-003	2.5080e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	9.5000e-004	2.8300e-004
tblVehicleEF	LHD1	0.01	9.1270e-003
tblVehicleEF	LHD1	0.28	0.25
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.3830e-003	3.7950e-003
tblVehicleEF	LHD1	0.16	0.13
tblVehicleEF	LHD1	1.05	1.81
tblVehicleEF	LHD1	0.32	0.07
tblVehicleEF	LHD1	9.2000e-005	8.7000e-005
tblVehicleEF	LHD1	6.6230e-003	7.1710e-003
tblVehicleEF	LHD1	3.4400e-004	1.0100e-004
tblVehicleEF	LHD1	0.01	9.1270e-003
tblVehicleEF	LHD1	0.28	0.25
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	4.3830e-003	3.7950e-003
tblVehicleEF	LHD1	0.20	0.16

tblVehicleEF	LHD1	1.05	1.81
tblVehicleEF	LHD1	0.35	0.08
tblVehicleEF	LHD2	3.1410e-003	2.3650e-003
tblVehicleEF	LHD2	7.3760e-003	6.6720e-003
tblVehicleEF	LHD2	5.7130e-003	5.4890e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.14	0.47
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.07
tblVehicleEF	LHD2	20.10	5.78
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.74	1.01
tblVehicleEF	LHD2	0.40	0.13
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	7.0700e-004	8.5800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.8900e-004	4.6300e-004
tblVehicleEF	LHD2	0.11	0.12

tblVehicleEF	LHD2	0.11	0.30
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
tblVehicleEF	LHD2	2.2100e-004	5.7000e-005
tblVehicleEF	LHD2	7.0700e-004	8.5800e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8900e-004	4.6300e-004
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.11	0.30
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	3.1410e-003	2.3750e-003
tblVehicleEF	LHD2	7.4820e-003	6.7280e-003
tblVehicleEF	LHD2	5.3140e-003	5.0710e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.00	0.41
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.08
tblVehicleEF	LHD2	20.10	5.68
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.71	0.97
tblVehicleEF	LHD2	0.37	0.12
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02

tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	1.4860e-003	1.7910e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.0000e-004	8.1200e-004
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.10	0.28
tblVehicleEF	LHD2	0.07	0.02
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
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tblVehicleEF	LHD2	1.4860e-003	1.7910e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0000e-004	8.1200e-004
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.10	0.28
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	LHD2	3.1410e-003	2.3740e-003
tblVehicleEF	LHD2	7.4790e-003	6.7260e-003
tblVehicleEF	LHD2	5.3360e-003	5.0920e-003
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	0.61	0.67

tblVehicleEF	LHD2	1.01	0.42
tblVehicleEF	LHD2	14.35	14.47
tblVehicleEF	LHD2	685.48	711.08
tblVehicleEF	LHD2	20.10	5.69
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.72	0.98
tblVehicleEF	LHD2	0.37	0.12
tblVehicleEF	LHD2	1.2390e-003	1.6000e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.4300e-004	9.6000e-005
tblVehicleEF	LHD2	1.1850e-003	1.5310e-003
tblVehicleEF	LHD2	2.7260e-003	2.7450e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.1500e-004	8.9000e-005
tblVehicleEF	LHD2	1.8070e-003	2.2010e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.2100e-004	1.0970e-003
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.12	0.33
tblVehicleEF	LHD2	0.07	0.03
tblVehicleEF	LHD2	1.4000e-004	1.3800e-004
tblVehicleEF	LHD2	6.6530e-003	6.8430e-003
tblVehicleEF	LHD2	2.1900e-004	5.6000e-005
tblVehicleEF	LHD2	1.8070e-003	2.2010e-003
tblVehicleEF	LHD2	0.05	0.06

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.2100e-004	1.0970e-003
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.12	0.33
tblVehicleEF	LHD2	0.08	0.03
tblVehicleEF	MCY	0.50	0.36
tblVehicleEF	MCY	0.19	0.29
tblVehicleEF	MCY	21.11	21.11
tblVehicleEF	MCY	12.33	10.81
tblVehicleEF	MCY	176.84	221.75
tblVehicleEF	MCY	45.06	64.99
tblVehicleEF	MCY	1.22	1.22
tblVehicleEF	MCY	0.34	0.28
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	1.00	1.06
tblVehicleEF	MCY	0.76	0.79
tblVehicleEF	MCY	0.58	0.62
tblVehicleEF	MCY	2.44	2.44
tblVehicleEF	MCY	0.64	1.88
tblVehicleEF	MCY	2.60	2.29
tblVehicleEF	MCY	2.1850e-003	2.1940e-003
tblVehicleEF	MCY	7.2900e-004	6.4300e-004
tblVehicleEF	MCY	1.00	1.06
tblVehicleEF	MCY	0.76	0.79

tblVehicleEF	MCY	0.58	0.62
tblVehicleEF	MCY	3.03	3.03
tblVehicleEF	MCY	0.64	1.88
tblVehicleEF	MCY	2.83	2.49
tblVehicleEF	MCY	0.47	0.34
tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	18.88	18.99
tblVehicleEF	MCY	9.37	8.23
tblVehicleEF	MCY	176.84	217.87
tblVehicleEF	MCY	45.06	58.94
tblVehicleEF	MCY	1.05	1.05
tblVehicleEF	MCY	0.30	0.25
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	2.24	2.37
tblVehicleEF	MCY	0.96	1.01
tblVehicleEF	MCY	1.16	1.23
tblVehicleEF	MCY	2.29	2.30
tblVehicleEF	MCY	0.59	1.75
tblVehicleEF	MCY	1.94	1.70
tblVehicleEF	MCY	2.1450e-003	2.1560e-003
tblVehicleEF	MCY	6.6100e-004	5.8300e-004
tblVehicleEF	MCY	2.24	2.37
tblVehicleEF	MCY	0.96	1.01
tblVehicleEF	MCY	1.16	1.23

tblVehicleEF	MCY	2.85	2.85
tblVehicleEF	MCY	0.59	1.75
tblVehicleEF	MCY	2.11	1.85
tblVehicleEF	MCY	0.47	0.34
tblVehicleEF	MCY	0.15	0.23
tblVehicleEF	MCY	19.08	19.19
tblVehicleEF	MCY	9.59	8.39
tblVehicleEF	MCY	176.84	218.21
tblVehicleEF	MCY	45.06	59.31
tblVehicleEF	MCY	1.09	1.09
tblVehicleEF	MCY	0.30	0.26
tblVehicleEF	MCY	2.1880e-003	2.1960e-003
tblVehicleEF	MCY	3.2260e-003	2.9000e-003
tblVehicleEF	MCY	2.0430e-003	2.0510e-003
tblVehicleEF	MCY	3.0290e-003	2.7240e-003
tblVehicleEF	MCY	3.67	3.89
tblVehicleEF	MCY	2.03	2.16
tblVehicleEF	MCY	2.04	2.18
tblVehicleEF	MCY	2.30	2.31
tblVehicleEF	MCY	0.77	2.25
tblVehicleEF	MCY	1.99	1.74
tblVehicleEF	MCY	2.1490e-003	2.1590e-003
tblVehicleEF	MCY	6.6600e-004	5.8700e-004
tblVehicleEF	MCY	3.67	3.89
tblVehicleEF	MCY	2.03	2.16
tblVehicleEF	MCY	2.04	2.18
tblVehicleEF	MCY	2.86	2.87

tblVehicleEF	MCY	0.77	2.25
tblVehicleEF	MCY	2.16	1.89
tblVehicleEF	MDV	0.01	3.1280e-003
tblVehicleEF	MDV	0.02	0.07
tblVehicleEF	MDV	1.04	0.73
tblVehicleEF	MDV	3.97	3.02
tblVehicleEF	MDV	411.27	349.20
tblVehicleEF	MDV	93.67	73.27
tblVehicleEF	MDV	0.16	0.07
tblVehicleEF	MDV	0.37	0.28
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.27	0.20
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.24	0.85
tblVehicleEF	MDV	0.27	0.36
tblVehicleEF	MDV	4.1190e-003	3.4510e-003
tblVehicleEF	MDV	1.0060e-003	7.2500e-004
tblVehicleEF	MDV	0.09	0.10
tblVehicleEF	MDV	0.27	0.20
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.24	0.85

tblVehicleEF	MDV	0.29	0.39
tblVehicleEF	MDV	0.01	3.4410e-003
tblVehicleEF	MDV	0.02	0.06
tblVehicleEF	MDV	1.12	0.79
tblVehicleEF	MDV	3.01	2.27
tblVehicleEF	MDV	428.51	359.58
tblVehicleEF	MDV	93.67	71.83
tblVehicleEF	MDV	0.14	0.06
tblVehicleEF	MDV	0.32	0.24
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.20	0.22
tblVehicleEF	MDV	0.28	0.22
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.22	0.77
tblVehicleEF	MDV	0.21	0.28
tblVehicleEF	MDV	4.2920e-003	3.5540e-003
tblVehicleEF	MDV	9.8900e-004	7.1100e-004
tblVehicleEF	MDV	0.20	0.22
tblVehicleEF	MDV	0.28	0.22
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.22	0.77
tblVehicleEF	MDV	0.23	0.31

tblVehicleEF	MDV	0.01	3.4300e-003
tblVehicleEF	MDV	0.02	0.06
tblVehicleEF	MDV	1.12	0.78
tblVehicleEF	MDV	3.10	2.33
tblVehicleEF	MDV	427.43	358.93
tblVehicleEF	MDV	93.67	71.94
tblVehicleEF	MDV	0.14	0.06
tblVehicleEF	MDV	0.33	0.25
tblVehicleEF	MDV	1.7040e-003	1.3390e-003
tblVehicleEF	MDV	2.4880e-003	1.7050e-003
tblVehicleEF	MDV	1.5690e-003	1.2350e-003
tblVehicleEF	MDV	2.2880e-003	1.5680e-003
tblVehicleEF	MDV	0.24	0.26
tblVehicleEF	MDV	0.39	0.30
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.03	0.01
tblVehicleEF	MDV	0.30	1.05
tblVehicleEF	MDV	0.22	0.28
tblVehicleEF	MDV	4.2810e-003	3.5470e-003
tblVehicleEF	MDV	9.9100e-004	7.1200e-004
tblVehicleEF	MDV	0.24	0.26
tblVehicleEF	MDV	0.39	0.30
tblVehicleEF	MDV	0.19	0.21
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.30	1.05
tblVehicleEF	MDV	0.24	0.31
tblVehicleEF	MH	0.03	9.4200e-003

tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.01	0.85
tblVehicleEF	MH	7.07	2.05
tblVehicleEF	MH	1,213.68	1,456.59
tblVehicleEF	MH	58.25	17.16
tblVehicleEF	MH	1.54	1.62
tblVehicleEF	MH	1.15	0.25
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	0.98	0.76
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.35	0.29
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.60
tblVehicleEF	MH	0.43	0.09
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.0700e-004	1.7000e-004
tblVehicleEF	MH	0.98	0.76
tblVehicleEF	MH	0.09	0.06
tblVehicleEF	MH	0.35	0.29
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.04	1.60
tblVehicleEF	MH	0.47	0.10

tblVehicleEF	MH	0.03	9.7290e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.10	0.89
tblVehicleEF	MH	5.97	1.76
tblVehicleEF	MH	1,213.68	1,456.65
tblVehicleEF	MH	58.25	16.67
tblVehicleEF	MH	1.43	1.53
tblVehicleEF	MH	1.04	0.23
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tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	2.11	1.61
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.58	0.45
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.55
tblVehicleEF	MH	0.39	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8800e-004	1.6500e-004
tblVehicleEF	MH	2.11	1.61
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.58	0.45
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.04	1.55

tblVehicleEF	MH	0.42	0.09
tblVehicleEF	MH	0.03	9.7190e-003
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.10	0.89
tblVehicleEF	MH	6.04	1.78
tblVehicleEF	MH	1,213.68	1,456.65
tblVehicleEF	MH	58.25	16.70
tblVehicleEF	MH	1.47	1.56
tblVehicleEF	MH	1.04	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.0440e-003	2.2100e-004
tblVehicleEF	MH	3.2250e-003	3.3130e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	9.6000e-004	2.0300e-004
tblVehicleEF	MH	2.85	2.09
tblVehicleEF	MH	0.15	0.11
tblVehicleEF	MH	0.91	0.71
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.04	1.73
tblVehicleEF	MH	0.39	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.8900e-004	1.6500e-004
tblVehicleEF	MH	2.85	2.09
tblVehicleEF	MH	0.15	0.11
tblVehicleEF	MH	0.91	0.71
tblVehicleEF	MH	0.15	0.09

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tblVehicleEF	MH	0.43	0.09
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tblVehicleEF	MHD	8.11	1.11
tblVehicleEF	MHD	1.4100e-004	4.3900e-004
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tblVehicleEF	MHD	9.6400e-004	2.4700e-004
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tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	7.8900e-004	5.7200e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.08	0.37
tblVehicleEF	MHD	0.48	0.10

tblVehicleEF	MHD	1.0210e-003	7.5700e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.7000e-004	1.9300e-004
tblVehicleEF	MHD	1.4270e-003	1.0560e-003
tblVehicleEF	MHD	0.07	0.05
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	7.8900e-004	5.7200e-004
tblVehicleEF	MHD	0.06	0.03
tblVehicleEF	MHD	0.08	0.37
tblVehicleEF	MHD	0.53	0.11
tblVehicleEF	MHD	0.02	7.2040e-003
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tblVehicleEF	MHD	73.97	19.02
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tblVehicleEF	MHD	1.21	1.26
tblVehicleEF	MHD	8.01	1.10
tblVehicleEF	MHD	1.1800e-004	3.7300e-004
tblVehicleEF	MHD	4.3120e-003	7.7770e-003
tblVehicleEF	MHD	9.6400e-004	2.4700e-004
tblVehicleEF	MHD	1.1300e-004	3.5700e-004
tblVehicleEF	MHD	4.1150e-003	7.4230e-003

tblVehicleEF	MHD	8.8600e-004	2.2700e-004
tblVehicleEF	MHD	2.9950e-003	2.2160e-003
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tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.4000e-003	1.0040e-003
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.08	0.35
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tblVehicleEF	MHD	1.0820e-003	7.6500e-004
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tblVehicleEF	MHD	8.5400e-004	1.8800e-004
tblVehicleEF	MHD	2.9950e-003	2.2160e-003
tblVehicleEF	MHD	0.08	0.06
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	MHD	1.4000e-003	1.0040e-003
tblVehicleEF	MHD	0.06	0.03
tblVehicleEF	MHD	0.08	0.35
tblVehicleEF	MHD	0.48	0.10
tblVehicleEF	MHD	0.02	8.1990e-003
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tblVehicleEF	MHD	0.39	0.31
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tblVehicleEF	MHD	97.03	79.02
tblVehicleEF	MHD	1,190.38	1,147.55
tblVehicleEF	MHD	73.97	19.04

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tblVehicleEF	MHD	8.01	1.10
tblVehicleEF	MHD	1.7100e-004	5.2900e-004
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tblVehicleEF	MHD	8.8600e-004	2.2700e-004
tblVehicleEF	MHD	3.6870e-003	2.8250e-003
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tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	1.9110e-003	1.4370e-003
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tblVehicleEF	MHD	0.44	0.09
tblVehicleEF	MHD	9.4400e-004	7.5200e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.5400e-004	1.8800e-004
tblVehicleEF	MHD	3.6870e-003	2.8250e-003
tblVehicleEF	MHD	0.11	0.08
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	1.9110e-003	1.4370e-003
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tblVehicleEF	MHD	0.10	0.42
tblVehicleEF	MHD	0.48	0.10
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tblVehicleEF	OBUS	5.60	1.27
tblVehicleEF	OBUS	3.6000e-005	1.5300e-004
tblVehicleEF	OBUS	3.2030e-003	6.9160e-003
tblVehicleEF	OBUS	7.2800e-004	1.2600e-004
tblVehicleEF	OBUS	3.5000e-005	1.4700e-004
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tblVehicleEF	OBUS	1.4730e-003	1.1290e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	6.6700e-004	5.1600e-004
tblVehicleEF	OBUS	0.05	0.02
tblVehicleEF	OBUS	0.04	0.33
tblVehicleEF	OBUS	0.36	0.08
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tblVehicleEF	OBUS	6.6700e-004	1.2700e-004

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tblVehicleEF	OBUS	6.6700e-004	5.1600e-004
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tblVehicleEF	OBUS	3.0000e-005	1.3600e-004
tblVehicleEF	OBUS	3.2030e-003	6.9160e-003
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tblVehicleEF	OBUS	0.36	0.08
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tblVehicleEF	OBUS	5.51	1.25

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tblVehicleEF	OBUS	4.2000e-005	1.6900e-004
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tblVehicleEF	OBUS	6.6900e-004	1.1600e-004
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tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	1.5530e-003	1.2140e-003
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tblVehicleEF	OBUS	0.05	0.36
tblVehicleEF	OBUS	0.33	0.07
tblVehicleEF	OBUS	1.5190e-003	1.0000e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	6.5400e-004	1.2300e-004
tblVehicleEF	OBUS	3.4660e-003	2.6200e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	1.5530e-003	1.2140e-003
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	0.05	0.36
tblVehicleEF	OBUS	0.36	0.08
tblVehicleEF	SBUS	1.00	0.06
tblVehicleEF	SBUS	0.01	3.8790e-003
tblVehicleEF	SBUS	0.11	5.7960e-003
tblVehicleEF	SBUS	9.54	2.50

tblVehicleEF	SBUS	0.82	0.26
tblVehicleEF	SBUS	14.16	0.91
tblVehicleEF	SBUS	1,075.03	340.90
tblVehicleEF	SBUS	1,042.25	1,001.27
tblVehicleEF	SBUS	58.81	4.57
tblVehicleEF	SBUS	6.06	2.82
tblVehicleEF	SBUS	2.56	3.64
tblVehicleEF	SBUS	11.88	0.98
tblVehicleEF	SBUS	3.9720e-003	2.3480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.7200e-004	4.8000e-005
tblVehicleEF	SBUS	3.8000e-003	2.2460e-003
tblVehicleEF	SBUS	2.6250e-003	2.7000e-003
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.1000e-004	4.4000e-005
tblVehicleEF	SBUS	4.8430e-003	8.5100e-004
tblVehicleEF	SBUS	0.07	7.3830e-003
tblVehicleEF	SBUS	1.20	0.28
tblVehicleEF	SBUS	2.2890e-003	3.9200e-004
tblVehicleEF	SBUS	0.09	0.07
tblVehicleEF	SBUS	0.04	0.07
tblVehicleEF	SBUS	0.73	0.03
tblVehicleEF	SBUS	0.01	3.2470e-003
tblVehicleEF	SBUS	0.01	9.5680e-003
tblVehicleEF	SBUS	8.3300e-004	4.5000e-005
tblVehicleEF	SBUS	4.8430e-003	8.5100e-004

tblVehicleEF	SBUS	0.07	7.3830e-003
tblVehicleEF	SBUS	1.74	0.40
tblVehicleEF	SBUS	2.2890e-003	3.9200e-004
tblVehicleEF	SBUS	0.11	0.08
tblVehicleEF	SBUS	0.04	0.07
tblVehicleEF	SBUS	0.79	0.04
tblVehicleEF	SBUS	1.00	0.06
tblVehicleEF	SBUS	0.01	3.9180e-003
tblVehicleEF	SBUS	0.09	4.5580e-003
tblVehicleEF	SBUS	9.46	2.46
tblVehicleEF	SBUS	0.85	0.26
tblVehicleEF	SBUS	8.80	0.57
tblVehicleEF	SBUS	1,121.67	348.66
tblVehicleEF	SBUS	1,042.25	1,001.28
tblVehicleEF	SBUS	58.81	4.01
tblVehicleEF	SBUS	6.25	2.87
tblVehicleEF	SBUS	2.44	3.49
tblVehicleEF	SBUS	11.79	0.97
tblVehicleEF	SBUS	3.3480e-003	1.9890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.7200e-004	4.8000e-005
tblVehicleEF	SBUS	3.2040e-003	1.9030e-003
tblVehicleEF	SBUS	2.6250e-003	2.7000e-003
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.1000e-004	4.4000e-005
tblVehicleEF	SBUS	0.01	1.7690e-003

tblVehicleEF	SBUS	0.07	7.5960e-003
tblVehicleEF	SBUS	1.20	0.28
tblVehicleEF	SBUS	4.0140e-003	6.1400e-004
tblVehicleEF	SBUS	0.09	0.07
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	0.57	0.03
tblVehicleEF	SBUS	0.01	3.3200e-003
tblVehicleEF	SBUS	0.01	9.5680e-003
tblVehicleEF	SBUS	7.4400e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	1.7690e-003
tblVehicleEF	SBUS	0.07	7.5960e-003
tblVehicleEF	SBUS	1.74	0.39
tblVehicleEF	SBUS	4.0140e-003	6.1400e-004
tblVehicleEF	SBUS	0.12	0.08
tblVehicleEF	SBUS	0.04	0.06
tblVehicleEF	SBUS	0.62	0.03
tblVehicleEF	SBUS	1.00	0.06
tblVehicleEF	SBUS	0.01	3.9150e-003
tblVehicleEF	SBUS	0.09	4.7490e-003
tblVehicleEF	SBUS	9.65	2.54
tblVehicleEF	SBUS	0.85	0.26
tblVehicleEF	SBUS	9.67	0.62
tblVehicleEF	SBUS	1,010.63	330.18
tblVehicleEF	SBUS	1,042.25	1,001.28
tblVehicleEF	SBUS	58.81	4.10
tblVehicleEF	SBUS	5.80	2.76
tblVehicleEF	SBUS	2.49	3.56

tblVehicleEF	SBUS	11.80	0.97
tblVehicleEF	SBUS	4.8330e-003	2.8440e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.7200e-004	4.8000e-005
tblVehicleEF	SBUS	4.6240e-003	2.7210e-003
tblVehicleEF	SBUS	2.6250e-003	2.7000e-003
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	7.1000e-004	4.4000e-005
tblVehicleEF	SBUS	0.01	1.9050e-003
tblVehicleEF	SBUS	0.07	8.5350e-003
tblVehicleEF	SBUS	1.21	0.28
tblVehicleEF	SBUS	5.2140e-003	8.7800e-004
tblVehicleEF	SBUS	0.09	0.07
tblVehicleEF	SBUS	0.05	0.09
tblVehicleEF	SBUS	0.59	0.03
tblVehicleEF	SBUS	9.9650e-003	3.1450e-003
tblVehicleEF	SBUS	0.01	9.5680e-003
tblVehicleEF	SBUS	7.5800e-004	4.1000e-005
tblVehicleEF	SBUS	0.01	1.9050e-003
tblVehicleEF	SBUS	0.07	8.5350e-003
tblVehicleEF	SBUS	1.75	0.40
tblVehicleEF	SBUS	5.2140e-003	8.7800e-004
tblVehicleEF	SBUS	0.12	0.08
tblVehicleEF	SBUS	0.05	0.09
tblVehicleEF	SBUS	0.65	0.03
tblVehicleEF	UBUS	0.04	0.09

tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	2.90	0.65
tblVehicleEF	UBUS	10.63	2.16
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	22.38
tblVehicleEF	UBUS	3.95	0.32
tblVehicleEF	UBUS	14.53	0.22
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	3.4220e-003	1.8570e-003
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	1.8120e-003	1.0640e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	0.79	0.09
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2890e-003	2.2100e-004
tblVehicleEF	UBUS	3.4220e-003	1.8570e-003
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	1.8120e-003	1.0640e-003
tblVehicleEF	UBUS	0.28	0.11

tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	0.86	0.10
tblVehicleEF	UBUS	0.04	0.09
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	2.94	0.65
tblVehicleEF	UBUS	7.64	1.68
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	21.58
tblVehicleEF	UBUS	3.76	0.31
tblVehicleEF	UBUS	14.41	0.20
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	7.3910e-003	3.8990e-003
tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	3.0670e-003	1.7340e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.01	0.07
tblVehicleEF	UBUS	0.66	0.08
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2380e-003	2.1400e-004
tblVehicleEF	UBUS	7.3910e-003	3.8990e-003

tblVehicleEF	UBUS	0.06	0.02
tblVehicleEF	UBUS	3.0670e-003	1.7340e-003
tblVehicleEF	UBUS	0.28	0.11
tblVehicleEF	UBUS	0.01	0.07
tblVehicleEF	UBUS	0.72	0.09
tblVehicleEF	UBUS	0.04	0.09
tblVehicleEF	UBUS	0.05	0.02
tblVehicleEF	UBUS	2.94	0.65
tblVehicleEF	UBUS	7.81	1.70
tblVehicleEF	UBUS	2,032.87	1,212.37
tblVehicleEF	UBUS	109.83	21.62
tblVehicleEF	UBUS	3.83	0.31
tblVehicleEF	UBUS	14.42	0.20
tblVehicleEF	UBUS	0.58	0.10
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	0.06	4.0220e-003
tblVehicleEF	UBUS	1.1590e-003	3.1100e-004
tblVehicleEF	UBUS	0.25	0.04
tblVehicleEF	UBUS	3.0000e-003	3.6550e-003
tblVehicleEF	UBUS	0.06	3.8030e-003
tblVehicleEF	UBUS	1.0660e-003	2.8600e-004
tblVehicleEF	UBUS	9.6210e-003	5.1720e-003
tblVehicleEF	UBUS	0.10	0.03
tblVehicleEF	UBUS	4.7240e-003	3.0020e-003
tblVehicleEF	UBUS	0.22	0.01
tblVehicleEF	UBUS	0.02	0.10
tblVehicleEF	UBUS	0.67	0.08

tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.2410e-003	2.1400e-004
tblVehicleEF	UBUS	9.6210e-003	5.1720e-003
tblVehicleEF	UBUS	0.10	0.03
tblVehicleEF	UBUS	4.7240e-003	3.0020e-003
tblVehicleEF	UBUS	0.28	0.11
tblVehicleEF	UBUS	0.02	0.10
tblVehicleEF	UBUS	0.73	0.09
tblVehicleTrips	ST_TR	7.16	6.11
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	6.07	6.11
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.59	5.49
tblVehicleTrips	WD_TR	1.89	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2028	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2029	0.0288	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0288**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2028	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2029	0.0288	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0288**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	13.6248	15.6398	56.5776	2.5300e-003		1.0780	1.0780		1.0780	1.0780	0.0000	14,594.5016	14,594.5016	0.3150	1.0446	14,913.6649
Energy	0.1851	1.5815	0.6730	0.0101		0.1279	0.1279		0.1279	0.1279		2,018.9384	2,018.9384	0.0387	0.0370	2,030.9360
Mobile	10.7947	19.0050	60.3967	0.2126	21.5312	0.2061	21.7373	5.7490	0.1942	5.9432		21,744.4206	21,744.4206	0.5640		21,758.5195
Total	**24.6045**	**36.2263**	**117.6473**	**0.2252**	**21.5312**	**1.4119**	**22.9431**	**5.7490**	**1.4000**	**7.1490**	**0.0000**	**38,357.8606**	**38,357.8606**	**0.9177**	**1.0816**	**38,703.1203**

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	12.8667	10.3383	52.0374	0.0650		1.0568	1.0568		1.0568	1.0568	0.0000	12,580.4225	12,580.4225	0.3224	0.2291	12,656.7409
Energy	0.1015	0.8674	0.3691	5.5400e-003		0.0701	0.0701		0.0701	0.0701		1,107.3322	1,107.3322	0.0212	0.0203	1,113.9125
Mobile	10.5797	17.1789	54.2777	0.1833	18.4092	0.1781	18.5873	4.9154	0.1678	5.0832		18,748.6299	18,748.6299	0.5263		18,761.7877
Total	**23.5479**	**28.3847**	**106.6842**	**0.2538**	**18.4092**	**1.3050**	**19.7142**	**4.9154**	**1.2947**	**6.2101**	**0.0000**	**32,436.3846**	**32,436.3846**	**0.8699**	**0.2494**	**32,532.4412**

	ROG	NOx	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	**4.29**	**21.65**	**9.32**	**-12.70**	**14.50**	**7.57**	**14.07**	**14.50**	**7.52**	**13.13**	**0.00**	**15.44**	**15.44**	**5.21**	**76.95**	**15.94**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2028	1/28/2028	5	20	
2	Site Preparation	Site Preparation	1/29/2028	2/11/2028	5	10	
3	Grading	Grading	2/12/2028	3/31/2028	5	35	
4	Building Construction	Building Construction	4/1/2028	8/31/2029	5	370	
5	Paving	Paving	9/1/2029	9/28/2029	5	20	
6	Architectural Coating	Architectural Coating	9/29/2029	10/26/2029	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 5.93

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

OffRoad Equipment

The Parcel Project - Mammoth Lakes - Operational - Great Basin UAPCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2028

Unmitigated Construction On-Site

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

3.2 Demolition - 2028

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

Mitigated Construction On-Site

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

3.2 Demolition - 2028

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

3.3 Site Preparation - 2028

Unmitigated Construction On-Site

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

3.3 Site Preparation - 2028

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2028

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

3.4 Grading - 2028

Unmitigated Construction On-Site

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

3.4 Grading - 2028

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

Mitigated Construction On-Site

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

3.4 Grading - 2028

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

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

3.5 Building Construction - 2028

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2028

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

3.5 Building Construction - 2029

Unmitigated Construction On-Site

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

3.5 Building Construction - 2029

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2029

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

3.6 Paving - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0288**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2029

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0288**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2029

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

3.7 Architectural Coating - 2029

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2029

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2029

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

Improve Pedestrian Network

Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	10.5797	17.1789	54.2777	0.1833	18.4092	0.1781	18.5873	4.9154	0.1678	5.0832		18,748.6299	18,748.6299	0.5263		18,761.7877
Unmitigated	10.7947	19.0050	60.3967	0.2126	21.5312	0.2061	21.7373	5.7490	0.1942	5.9432		21,744.4206	21,744.4206	0.5640		21,758.5195

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	3,184.20	3,543.80	3543.80	9,408,049	8,043,882
City Park	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	3,184.20	3,543.80	3,543.80	9,408,049	8,043,882

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
City Park	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835
Enclosed Parking Structure	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.560888	0.035035	0.196473	0.107870	0.018086	0.005181	0.009433	0.053996	0.004549	0.001625	0.005216	0.000812	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1015	0.8674	0.3691	5.5400e-003		0.0701	0.0701		0.0701	0.0701		1,107.3322	1,107.3322	0.0212	0.0203	1,113.9125
NaturalGas Unmitigated	0.1851	1.5815	0.6730	0.0101		0.1279	0.1279		0.1279	0.1279		2,018.9384	2,018.9384	0.0387	0.0370	2,030.9360

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	17161	0.1851	1.5815	0.6730	0.0101		0.1279	0.1279		0.1279	0.1279		2,018.9384	2,018.9384	0.0387	0.0370	2,030.9360
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1851**	**1.5815**	**0.6730**	**0.0101**		**0.1279**	**0.1279**		**0.1279**	**0.1279**		**2,018.9384**	**2,018.9384**	**0.0387**	**0.0370**	**2,030.9360**

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					
Apartments Low Rise	9.41232	0.1015	0.8674	0.3691	5.5400e-003		0.0701	0.0701		0.0701	0.0701		1,107.3322	1,107.3322	0.0212	0.0203	1,113.9125
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1015**	**0.8674**	**0.3691**	**5.5400e-003**		**0.0701**	**0.0701**		**0.0701**	**0.0701**		**1,107.3322**	**1,107.3322**	**0.0212**	**0.0203**	**1,113.9125**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	12.8667	10.3383	52.0374	0.0650		1.0568	1.0568		1.0568	1.0568	0.0000	12,580.4225	12,580.4225	0.3224	0.2291	12,656.7409
Unmitigated	13.6248	15.6398	56.5776	2.5300e-003		1.0780	1.0780		1.0780	1.0780	0.0000	14,594.5016	14,594.5016	0.3150	1.0446	14,913.6649

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	0.9941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.0285					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.1607	15.0885	8.7049	0.0000		0.8125	0.8125		0.8125	0.8125	0.0000	14,508.1967	14,508.1967	0.2321	1.0446	14,825.2879
Landscaping	1.4415	0.5513	47.8727	2.5300e-003		0.2655	0.2655		0.2655	0.2655		86.3049	86.3049	0.0829		88.3770
Total	**13.6248**	**15.6398**	**56.5776**	**2.5300e-003**		**1.0780**	**1.0780**		**1.0780**	**1.0780**	**0.0000**	**14,594.5016**	**14,594.5016**	**0.3150**	**1.0446**	**14,913.6649**

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	0.9941					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.2858					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.1453	9.7871	4.1647	0.0625		0.7913	0.7913		0.7913	0.7913	0.0000	12,494.1177	12,494.1177	0.2395	0.2291	12,568.3639
Landscaping	1.4415	0.5513	47.8727	2.5300e-003		0.2655	0.2655		0.2655	0.2655		86.3049	86.3049	0.0829		88.3770
Total	**12.8667**	**10.3383**	**52.0374**	**0.0650**		**1.0568**	**1.0568**		**1.0568**	**1.0568**	**0.0000**	**12,580.4225**	**12,580.4225**	**0.3224**	**0.2291**	**12,656.7409**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The Parcel
Energy Calculations

Land Use		Propane Gas Use		Electricity Use	
		(kBTU/yr)	(Therms)	(kWh/yr)	(MWh/yr)
	Apartment low rise	3,435,500	34,355	2,521,730	2,522
	City Park	-	-	-	-
	Enclosed Parking Structure	-	-	912,470	912
	Parking Lot	-	-	3,500	4
Totals		**3,435,500**	**34,355**	**3,437,700**	**3,438**

1 kBTU = 0.01 therms

Energy Type	Project Annual Energy Consumption	SCE Annual Sales (MWh)	Percentage increase countywide
Electricity (MWh/YR)	3,438	84,654,000	0.0041%
Propane (Therms)	34,355		
Number of Propane Tanks		94	

Source: Refer to CalEEMod outputs in Appendix E for assumptions used in this analysis.

The Parcel
Energy Calculations

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled[3]	Average Fuel Economy (miles per gallon)[4]	Total Annual Fuel Consumption (gallons)[5]
Passenger Cars	0.56		4,504,574	41.6	108,283
Light/Medium Trucks	0.37		2,975,810	35	85,023
Heavy Trucks/Other	0.07		563,072	6.4	87,980
TOTAL [6]	***1.00***		***8,043,882***	**--**	***281,286***
PROJECT TOTAL					***281,286***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics in the Traffic Impact Study and within the CalEEMod model.

2. Daily Trips calculated by multiplying the total daily trips by percent vehicle trips (i.e., Daily Trips x percent of Vehicle Trips).

3. Daily Vehicle Miles Traveled (VMT) calculated by multiplying percent vehicle trips by total VMT (i.e., VMT x percent of Vehicle Trips).

4. Average fuel economy derived from the Department of Transportation CAFÉ standards. https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/fria_2017-2025.pdf

5. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).

6. Values may be slightly off due to rounding.

Source: Refer to CalEEMod outputsin Appendix E for assumptions used in this analysis.

The Parcel
Energy Calculations

WORKER TRIPS						
Phase	**Phase Length (# days)**	**# Worker Trips**	**Worker Trip Length**	**Total VMT**	**Fuel Consumption Factor (Miles/Gallon/Day)**	**Total Fuel Consumption**
Phase 1 - Grading	45	20	10.8	9720		390.32
Phase 1- Building Construction	395	269	10.8	1147554		46081.25
Phase 1 - Paving	45	15	10.8	7290		292.74
Phase 1 - Coating	90	54	10.8	52488		2107.71
Phase 2 - Grading	45	20	10.8	9720		390.32
Phase 2 - Building Construction	395	269	10.8	1147554		46081.25
Phase 2 - Paving	90	15	10.8	14580	**24.90284233**	585.48
Phase 2 - Coating	45	54	10.8	26244		1053.86
Phase 3 - Grading	45	20	10.8	9720		390.32
Phase 3 - Building Construction	395	269	10.8	1147554		46081.25
Phase 3 - Paving	45	15	10.8	7290		292.74
Phase 3 - Coating	90	54	10.8	52488		2107.71
Phase 4 - Grading	45	20	10.8	9720		390.32
Phase 5 - Grading	45	20	10.8	9720		390.32
Phase 6 - Grading	45	20	10.8	9720		390.32
Phase 4 - Building Construction	395	269	10.8	1147554		46081.25
Phase 5 - Building Construction	395	269	10.8	1147554		46081.25
Phase 6 - Building Construction	395	269	10.8	1147554		46081.25
Phase 4 - Paving	45	15	10.8	7290	**24.90284233**	292.74
Phase 5 - Paving	45	15	10.8	7290		292.74
Phase 6 - Paving	45	15	10.8	7290		292.74
Phase 4 - Coating	90	54	10.8	52488		2107.71
Phase 5 - Coating	90	54	10.8	52488		2107.71
Phase 6 - Coating	90	54	10.8	52488		2107.71
						146635.55
					Diesel (10 percent of total trips)	**14663.56**

VENDOR TRIPS						
Phase	**Phase Length (# days)**	**# Vendor Trips**	**Vendor Trip Length**	**Total VMT**	**Fuel Consumption Factor (Miles/Gallon/Day)**	**Total Fuel Consumption**
Phase 1 - Grading	45	0	7.3	0		0.00
Phase 1- Building Construction	395	54	7.3	394		46.71
Phase 1 - Paving	45	0	7.3	0		0.00
Phase 1 - Coating	90	0	7.3	0		0.00
Phase 2 - Grading	45	0	7.3	0		0.00
Phase 2 - Building Construction	395	54	7.3	394		46.71
Phase 2 - Paving	90	0	7.3	0		0.00
Phase 2 - Coating	45	0	7.3	0		0.00
Phase 3 - Grading	45	0	7.3	0		0.00
Phase 3 - Building Construction	395	54	7.3	394		46.71
Phase 3 - Paving	45	0	7.3	0		0.00
Phase 3 - Coating	90	0	7.3	0	**8.43886151**	0.00
Phase 4 - Grading	45	0	7.3	0		0.00
Phase 5 - Grading	45	0	7.3	0		0.00
Phase 6 - Grading	45	0	7.3	0		0.00
Phase 4 - Building Construction	395	54	7.3	394		46.71
Phase 5 - Building Construction	395	54	7.3	394		46.71
Phase 6 - Building Construction	395	54	7.3	394		46.71
Phase 4 - Paving	45	0	7.3	0		0.00
Phase 5 - Paving	45	0	7.3	0		0.00
Phase 6 - Paving	45	0	7.3	0		0.00
Phase 4 - Coating	90	0	7.3	0		0.00
Phase 5 - Coating	90	0	7.3	0		0.00
Phase 6 - Coating	90	0	7.3	0		0.00
						280.27

HAULING TRIPS						
Phase	**Phase Length (# days)**	**# Hauling Trips**	**Hauling Trip Length**	**Total VMT**	**Fuel Consumption Factor (Miles/Gallon/Day)[1]**	**Total Fuel Consumption**
Phase 1 - Grading	45	164	50	8200		1281.25
Phase 1- Building Construction	395	0	50	0		0.00
Phase 1 - Paving	45	0	50	0		0.00
Phase 1 - Coating	90	0	50	0		0.00
Phase 2 - Grading	45	164	50	8200		1281.25
Phase 2 - Building Construction	395	0	50	0		0.00
Phase 2 - Paving	90	0	50	0		0.00
Phase 2 - Coating	45	0	50	0		0.00
Phase 3 - Grading	45	164	50	8200		1281.25
Phase 3 - Building Construction	395	0	50	0		0.00
Phase 3 - Paving	45	0	50	0		0.00
Phase 3 - Coating	90	0	50	0	**6.4**	0.00
Phase 4 - Grading	45	164	50	8200		1281.25
Phase 5 - Grading	45	164	50	8200		1281.25
Phase 6 - Grading	45	164	50	8200		1281.25
Phase 4 - Building Construction	395	0	50	0		0.00
Phase 5 - Building Construction	395	0	50	0		0.00
Phase 6 - Building Construction	395	0	50	0		0.00
Phase 4 - Paving	45	0	50	0		0.00
Phase 5 - Paving	45	0	50	0		0.00
Phase 6 - Paving	45	0	50	0		0.00
Phase 4 - Coating	90	0	50	0		0.00
Phase 5 - Coating	90	0	50	0		0.00
Phase 6 - Coating	90	0	50	0		0.00
						7687.50

TOTAL OFF-SITE MOBILE GALLONS CONSUMED DURING CONSTRUCTION	**22,631.33**

The Parcel
Energy Calculations

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Fuel Consumption Rate (gallons per hour)	Duration (total hours/day)	# days	Total Fuel Consumption (gallons)
Phase 1 - Grading	Excavators	2	8.00	158	0.38	2.4016	16	45	1729.15
Phase 1 - Grading	Graders	1	8.00	187	0.41	3.0668	8	45	1104.05
Phase 1 - Grading	Rubber Tired Dozers	1	8.00	247	0.40	3.952	8	45	1422.72
Phase 1 - Grading	Scrapers	2	8.00	367	0.48	7.0464	16	45	5073.41
Phase 1 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37	1.4356	16	45	1033.63
Phase 1- Building Construction	Cranes	1	7.00	231	0.29	2.6796	7	395	7409.09
Phase 1- Building Construction	Forklifts	3	8.00	89	0.20	0.712	24	395	6749.76
Phase 1- Building Construction	Generator Sets	1	8.00	84	0.74	2.4864	8	395	7857.02
Phase 1- Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37	1.4356	21	395	11908.30
Phase 1- Building Construction	Welders	1	8.00	46	0.45	0.828	8	395	2616.48
Phase 1 - Paving	Pavers	2	8.00	130	0.42	2.184	16	45	1572.48
Phase 1 - Paving	Paving Equipment	2	8.00	132	0.36	1.9008	16	45	1368.58
Phase 1 - Paving	Rollers	2	8.00	80	0.38	1.216	16	45	875.52
Phase 1 - Coating	Air Compressors	1	6.00	78	0.48	1.4976	6	90	808.70
Phase 2 - Grading	Excavators	2	8.00	158	0.38	2.4016	16	45	1729.15
Phase 2 - Grading	Graders	1	8.00	187	0.41	3.0668	8	45	1104.05
Phase 2 - Grading	Rubber Tired Dozers	1	8.00	247	0.40	3.952	8	45	1422.72
Phase 2 - Grading	Scrapers	2	8.00	367	0.48	7.0464	16	45	5073.41
Phase 2 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37	1.4356	16	45	1033.63
Phase 2 - Building Construction	Cranes	1	7.00	231	0.29	2.6796	7	395	7409.09
Phase 2 - Building Construction	Forklifts	3	8.00	89	0.20	0.712	24	395	6749.76
Phase 2 - Building Construction	Generator Sets	1	8.00	84	0.74	2.4864	8	395	7857.02
Phase 2 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37	1.4356	21	395	11908.30
Phase 2 - Building Construction	Welders	1	8.00	46	0.45	0.828	8	395	2616.48
Phase 2 - Paving	Pavers	2	8.00	130	0.42	2.184	16	45	1572.48
Phase 2 - Paving	Paving Equipment	2	8.00	132	0.36	1.9008	16	45	1368.58
Phase 2 - Paving	Rollers	2	8.00	80	0.38	1.216	16	45	875.52
Phase 2 - Coating	Air Compressors	1	6.00	78	0.48	1.4976	6	90	808.70
Phase 3 - Grading	Excavators	2	8.00	158	0.38	2.4016	16	45	1729.15
Phase 3 - Grading	Graders	1	8.00	187	0.41	3.0668	8	45	1104.05
Phase 3 - Grading	Rubber Tired Dozers	1	8.00	247	0.40	3.952	8	45	1422.72
Phase 3 - Grading	Scrapers	2	8.00	367	0.48	7.0464	16	45	5073.41
Phase 3 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37	1.4356	16	45	1033.63
Phase 3 - Building Construction	Cranes	1	7.00	231	0.29	2.6796	7	395	7409.09
Phase 3 - Building Construction	Forklifts	3	8.00	89	0.20	0.712	24	395	6749.76
Phase 3 - Building Construction	Generator Sets	1	8.00	84	0.74	2.4864	8	395	7857.02
Phase 3 - Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37	1.4356	21	395	11908.30
Phase 3 - Building Construction	Welders	1	8.00	46	0.45	0.828	8	395	2616.48
Phase 3 - Paving	Pavers	2	8.00	130	0.42	2.184	16	45	1572.48
Phase 3 - Paving	Paving Equipment	2	8.00	132	0.36	1.9008	16	45	1368.58
Phase 3 - Paving	Rollers	2	8.00	80	0.38	1.216	16	45	875.52
Phase 3 - Coating	Air Compressors	1	6.00	78	0.48	1.4976	6	90	808.70
Phase 4 - Grading	Excavators	2	8.00	158	0.38	2.4016	16	45	1729.15
Phase 4 - Grading	Graders	1	8.00	187	0.41	3.0668	8	45	1104.05
Phase 4 - Grading	Rubber Tired Dozers	1	8.00	247	0.40	3.952	8	45	1422.72
Phase 4 - Grading	Scrapers	2	8.00	367	0.48	7.0464	16	45	5073.41
Phase 4 - Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37	1.4356	16	45	1033.63
Phase 5 - Grading	Excavators	2	8.00	158	0.38	2.4016	16	45	1729.15
Phase 5 - Grading	Graders	1	8.00	187	0.41	3.0668	8	45	1104.05
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Phase 6 - Coating	Air Compressors	1	6.00	78	0.48	1.4976	6	90	808.70
								Total:	309,173
Notes:								Off-Site Mobile Construction Total:	22,631
Fuel Consumption Rate = Horsepower x Load Factor x Fuel Consumption Factor								**TOTAL:**	**331,805**
Where:									
Fuel Consumption Factor for a diesel engine is 0.04 gallons per horsepower per hour (gal/hp/hr) and a gasoline engine is 0.06 gal/hp/hr.									
Source: Refer to CalEEMod outputs in Appendix E for assumptions used in this analysis.									

Appendix C
Biological Resources Assessment and Delineation Report

THE PARCEL

TOWN OF MAMMOTH LAKES, CALIFORNIA

BIOLOGICAL RESOURCES ASSESSMENT REPORT

Prepared For:

TOWN OF MAMMOTH LAKES
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT
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949.855.5777

June 2020
JN 178630

THE PARCEL

TOWN OF MAMMOTH LAKES, CALIFORNIA

BIOLOGICAL RESOURCES ASSESSMENT REPORT

The undersigned certify that the statements furnished in this report and exhibits present data and information required for this biological evaluation, and the facts, statements, and information presented is a complete and accurate account of the findings and conclusions to the best of our knowledge and beliefs.

Ashley Spencer
Biologist
Natural Resources and Regulatory Permitting

Thomas Millington
Senior Biologist
Natural Resources and Regulatory Permitting

June 2020
JN 178630

Executive Summary

This report contains the findings of Michael Baker International's (Michael Baker) biological resources assessment for The Parcel (project or project site) located in the Town of Mammoth Lakes, Mono County, California. Michael Baker conducted a detailed literature review and habitat assessment to characterize existing site conditions and assess the probability of occurrence of special-status[1] plant and wildlife species that could pose a constraint to implementation of the proposed project.

The project site is located in a highly developed area of the Town of Mammoth Lakes. It is currently vacant with generally flat topography and natural vegetation communities that are frequently disturbed due to pedestrian/recreational uses from the surrounding residential/commercial land uses. Land uses in the immediate vicinity of the project site include commercial and residential development. Four (4) vegetation communities were observed and mapped within the boundaries of the project site during the field survey: aspen groves, Booth's willow – Geyer's willow – yellow willow thickets, Jeffery pine forest and woodland, and montane meadow. In addition, disturbed habitat and developed areas were mapped as other land uses.

According to the *Delineation of State and Federal Jurisdictional Waters* (Michael Baker, 2020), two (2) categories of State jurisdictional resources were documented within the project site: Regional Water Quality Control Board non-wetland and wetland Waters of the State and California Department Fish and Wildlife streambed.

No special-status plant species were observed within the project site during the 2020 field survey. In addition, no special-status plant species were observed during previous surveys conducted by M. Bagley in 1998 or BonTerra Consulting in 2007. Based on existing site conditions and a review of specific habitat requirements, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a low potential to support subalpine fireweed (*Epilobium howellii*; California Rare Plant Rank 4.3). All remaining special-status plant species identified during the literature review are not expected to occur within the project site.

Although not considered a special-status plant species, white fir (*Abies concolor*), lodgepole pine (*Pinus contorta*), and Jeffrey pine (*Pinus jeffreyi*) were observed throughout the project site. The Town of Mammoth Lakes Municipal Code 17.36.140, *Tree Removal and Protection*, states no person shall remove or cause to be removed any tree from any property without a permit. A tree removal and protection plan would be required prior to conducting development activities that require a land use permit, building permit or grading permit, including, but not limited to, clearing, grading, excavation or demolition work on any property or development site containing one or more trees.

[1] As used in this report, "special-status" refers to plant and wildlife species that are Federally-/State-listed, proposed, or candidates; plant species that have been designated a California Rare Plant Rank by the California Native Plant Society; wildlife species that are designated by the California Department of Fish and Wildlife as Rare, Fully Protected, Species of Special Concern, or Watch List species; and State/locally rare vegetation communities.

Olive-sided flycatcher (*Contopus cooperi*; CDFW Species of Special Concern) was the only special-status species observed during the 2020 field survey. Olive-sided flycatcher is a long-distance migratory species and is only expected to occur within the project from late spring until as early as August. In addition, BonTerra Consulting (2007) observed yellow warbler (*Setophaga petechia*; CDFW Species of Special Concern) within the project site during the 2007 field survey; however, this species was not detected by Michael Baker during the 2020 field survey. No additional special-status wildlife species were observed during the field surveys. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a high potential to support yellow warbler (foraging and nesting habitat). All remaining special-status wildlife species identified by the CNDDB database either have a low potential or are not expected to occur within the project site.

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APPENDICES

Appendix A Site Photographs
Appendix B Plant and Wildlife Species Observed List
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ACRONYMS AND ABBREVIATIONS

amsl	above mean sea level
CDFW	California Department of Fish and Wildlife
CFGC	California Fish and Game Code
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CWA	Federal Clean Water Act
dbh	Diameter at Breast Height
FESA	Federal Endangered Species Act
GIS	Geographic Information System
MBTA	Migratory Bird Treaty Act
Michael Baker	Michael Baker International
Online Inventory	CNPS Online Inventory of Rare and Endangered Plants of California
project	The Parcel
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture, Natural Resources Conservation Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WoUS	Waters of the U.S.

Section 1 Introduction

This report contains the findings of Michael Baker International's (Michael Baker) biological resources assessment for The Parcel (project or project site) located in the Town of Mammoth Lakes. The biological resources assessment was conducted to characterize existing site conditions and assess the probability of occurrence of special-status[2] plant and wildlife species that could pose a constraint to implementation of the proposed project. This report provides a detailed assessment of the suitability of the on-site habitat to support special-status plant and wildlife species that were identified during a record search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) RareFind 5, California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (Online Inventory), and other databases as potentially occurring in the project vicinity.

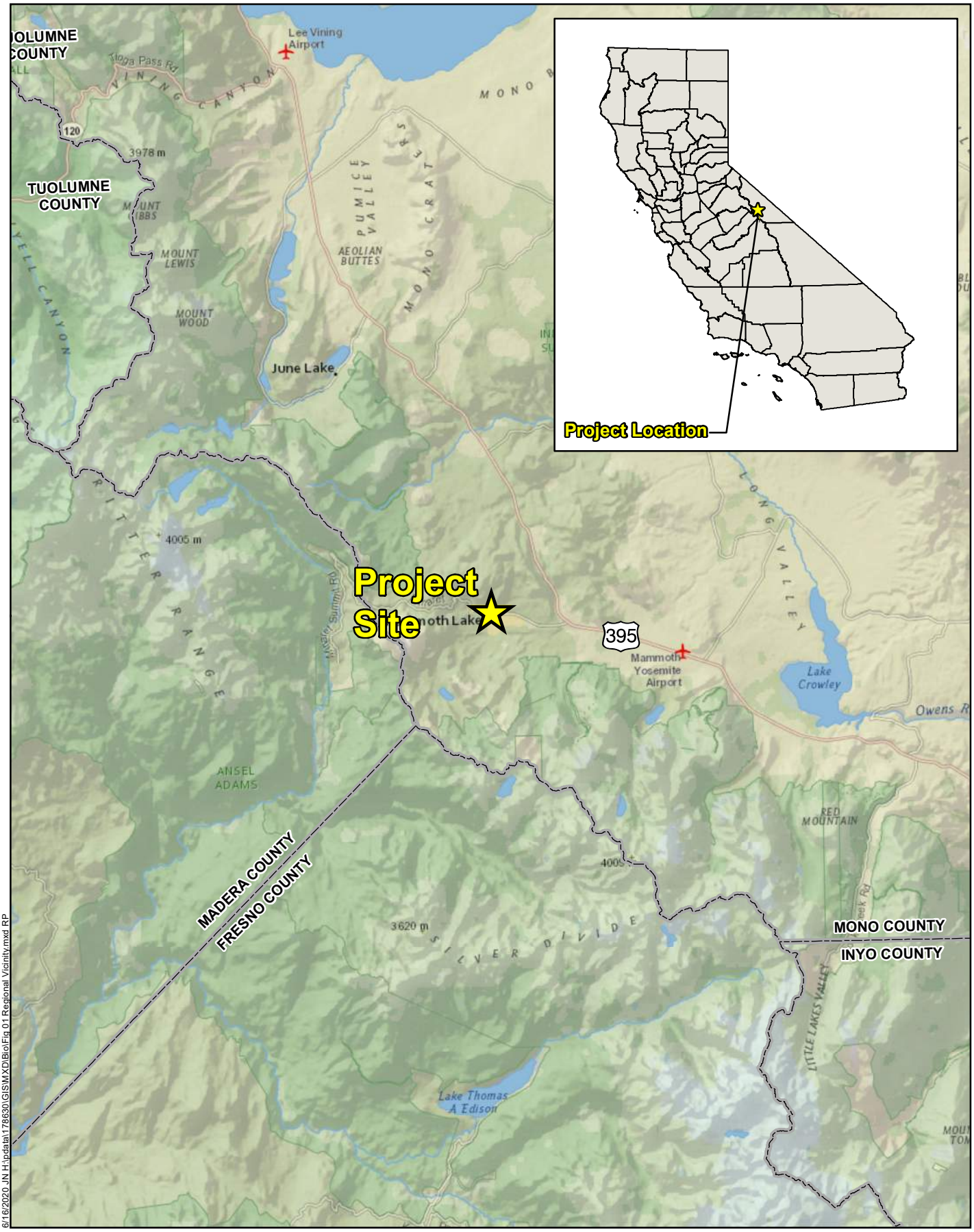
1.1 PROJECT LOCATION

The project site is generally located east of Mammoth Mountain in the Town of Mammoth Lakes, Mono County, California (refer to Figure 1, *Regional Vicinity*). The project site is depicted in the southwest quarter of the United States Geological Survey's (USGS) *Old Mammoth, California* 7.5-minute quadrangle in Section 35 of Township 3 South, Range 27 East (refer to Figure 2, *Project Vicinity*). Specifically, the project site is located north of Meridian Boulevard, east of Manzanita Road, south of State Route 203, and west of Old Mammoth Road on Assessor's Parcel Numbers 035-010-020-000 and 035-100-003-000 (refer to Figure 3, *Project Site*).

1.2 PROJECT DESCRIPTION

The proposed project is located on two vacant parcels located adjacent to the Town of Mammoth Lakes Downtown zoning district and several residential zoning districts. Currently, the project area is zoned for affordable housing. This biological resources assessment report has been prepared for the Town of Mammoth Lakes as part of the due diligence process to assess the subject property's suitability for the future development. Please refer to Figure 4, *Conceptual Site Plan* for an example of the proposed future development.

[2] As used in this report, "special-status" refers to plant and wildlife species that are Federally-/State-listed, proposed, or candidates; plant species that have been designated a California Rare Plant Rank by the California Native Plant Society; wildlife species that are designated by the California Department of Fish and Wildlife as Rare, Fully Protected, Species of Special Concern, or Watch List species; and State/locally rare vegetation communities.



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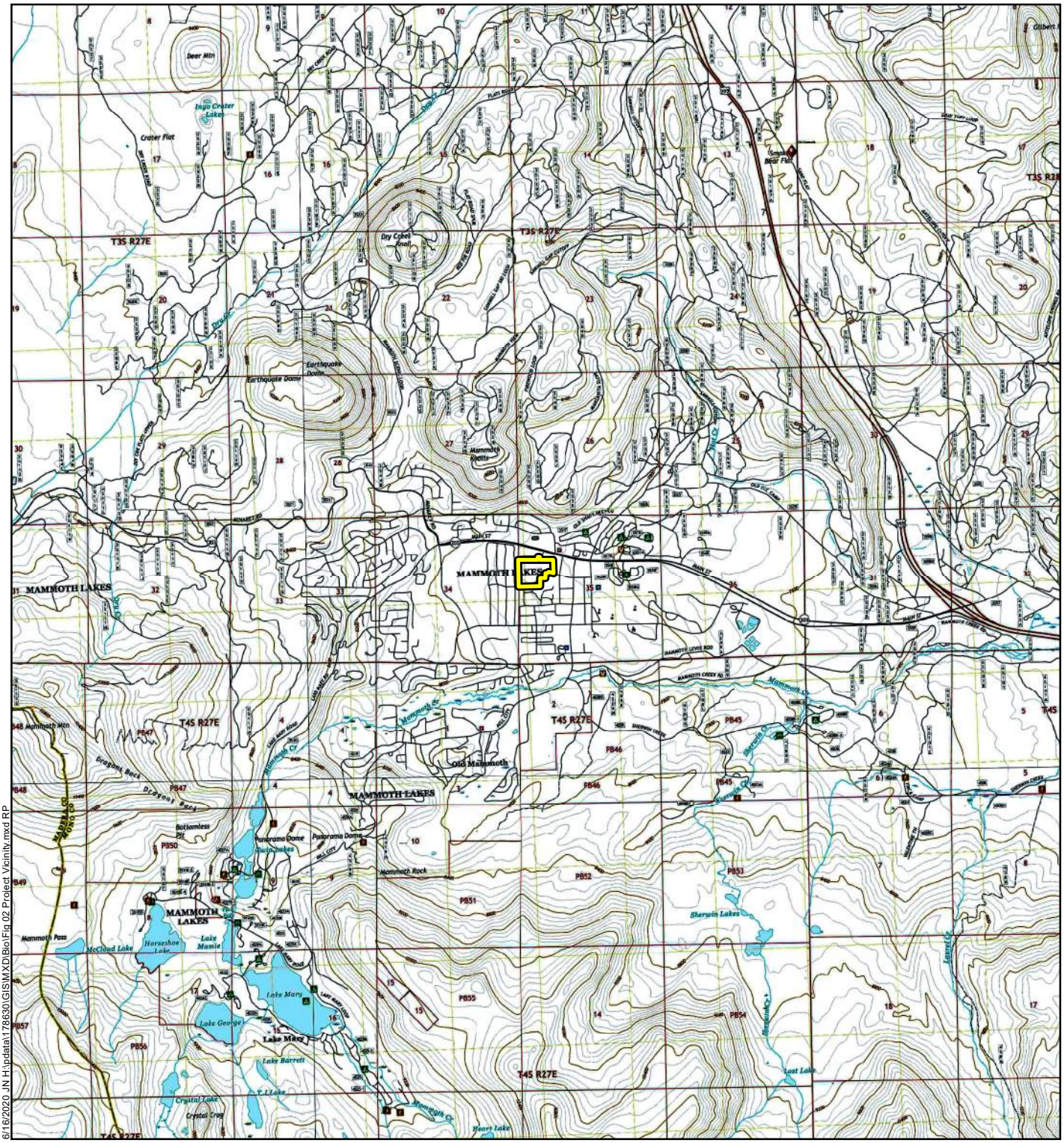
Michael Baker INTERNATIONAL

Source: ArcGIS Online, 2018

THE PARCEL
BIOLOGICAL RESOURCES ASSESSMENT REPORT

Regional Vicinity

Figure 1



6/16/2020 JN H:\pdata\178630\GIS\MXD\Bio\Fig 02 Project Vicinity.mxd RP

Legend

Project Site

Michael Baker INTERNATIONAL

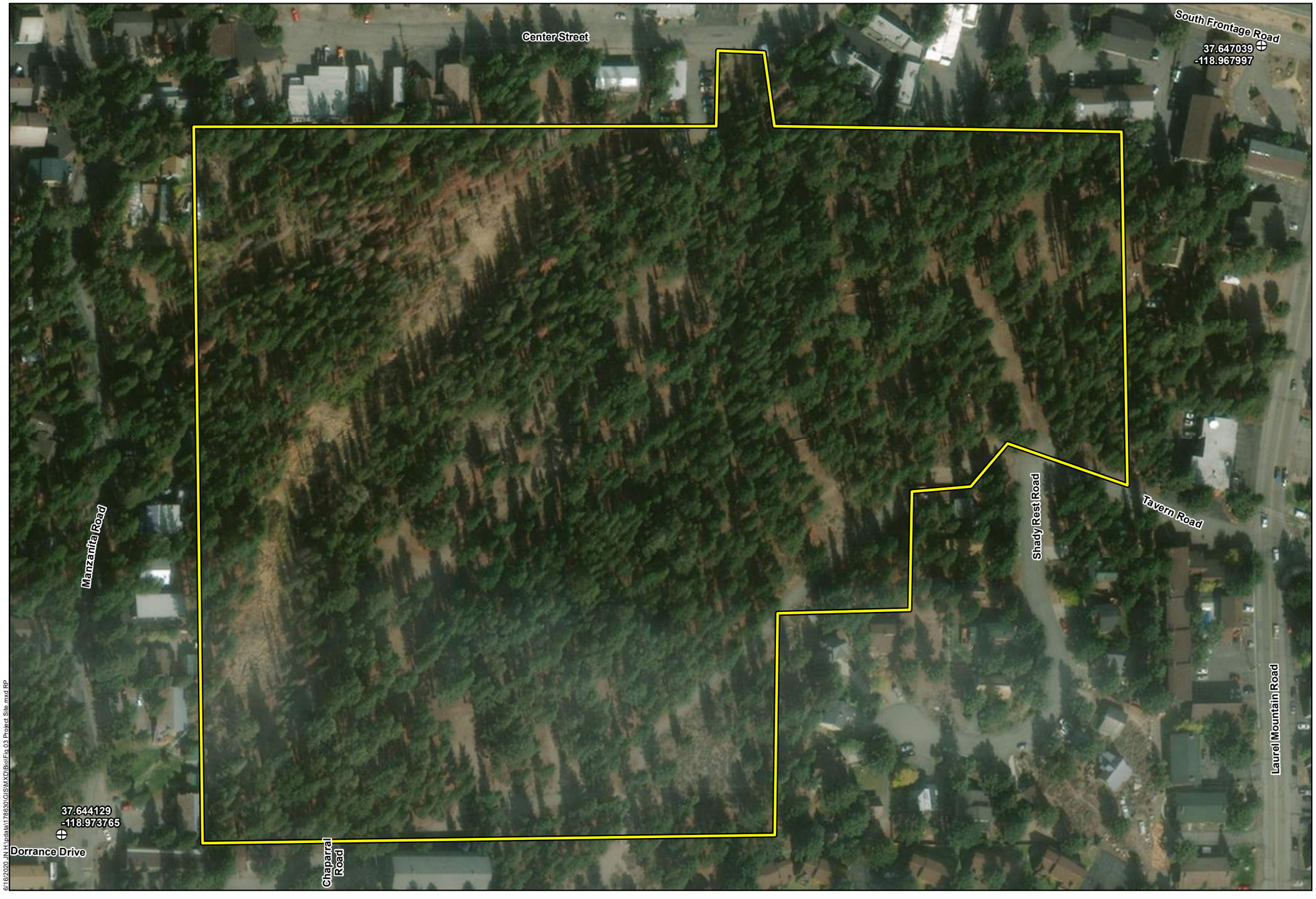
0 0.5 1 Miles

Source: USGS 7.5-Minute topographic quadrangle maps: *Bloody Mountain, Crystal Crag, Mammoth Mountain, and Old Mammoth Mountain (2018)*

THE PARCEL
BIOLOGICAL RESOURCES ASSESSMENT REPORT

Project Vicinity

Figure 2



Legend

- Project Site
- Reference Point

0 65 130 Feet

Source: Esri, 2015

THE PARCEL
BIOLOGICAL RESOURCES ASSESSMENT REPORT

Project Site

Figure 3

A Mill Ditch Linear Open Space

B Central Park

Center St.

E

C

D

B

MILL DITCH

Tavern Rd.

Shady Rest Rd.

C Bus Stop (both directions)

D Community Facility

E Greatest Height and Intensity Adjacent to Main Street Commercial

A

Chaparral Rd.

Key

- Formal Open Space (ex: town green, performance space, BBQ/picnic area)
- Informal Open Space/Snow Storage
- Mill Ditch Park (natural area, habitat)
- Buildable Area (buildings and parking)

Legend

- Project Site

0 65 130 Feet

8/16/2020 JN H:\pdata\178630\GIS\MXD\BioFig 04 Conceptual Site Plan.mxd RP

Source: LWC, 2019

Michael Baker INTERNATIONAL

THE PARCEL
BIOLOGICAL RESOURCES ASSESSMENT REPORT

Conceptual Site Plan

Figure 4

Section 2 Methodology

Prior to conducting the field survey, Michael Baker conducted thorough literature reviews and records searches to determine which special-status biological resources have the potential to occur on or within the general vicinity of the project site. A general habitat assessment or field survey was conducted in order to document existing biological conditions and determine the potential for special-status plant and wildlife species to occur within the project site.

2.1 LITERATURE REVIEW

Prior to conducting the field survey, literature reviews and records searches were conducted for special-status biological resources potentially occurring on or within the vicinity of the project site. Previous special-status plant and wildlife species occurrence records within the USGS *Bloody Mountain, Crystal Crag, Mammoth Mountain,* and *Old Mammoth, California* 7.5-minute quadrangles were obtained through a query of the CNDDB, CNPS Online Inventory, Calflora Database, and species listings provided by the CDFW and the United States Fish and Wildlife Service (USFWS).

In addition to the databases referenced above, Michael Baker reviewed all available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the project site to gain an understanding of existing site conditions, confirm previous species observations, and note the extent of any disturbances, if present, that have occurred within the project site that would otherwise limit the distribution of special-status biological resources. Standard field guides and texts were reviewed for specific habitat requirements of special-status and non-special-status biological resources.

On-site and adjoining soils were researched prior to the field visit using the United States Department of Agriculture, Natural Resources Conservation Service's (USDA) *Custom Soil Resource Report for Benton-Owens Valley Area Parts of Inyo and Mono Counties, California* (USDA, 2020). In addition, a review of the local geological conditions and historical aerial photographs were conducted to assess the ecological changes and disturbances that have occurred within and surrounding the project site over time.

In addition, aerial photography was reviewed prior to the field survey to locate potential natural corridors and linkages that may support the movement of wildlife through the area. The literature review provided a baseline from which to inventory existing biological resources and evaluate the ability of the project site to support special-status biological resources. Additional occurrence records of those species that have been documented on or within the vicinity of the project site were derived from database queries. The CNDDB was used, in conjunction with Geographic Information Systems (GIS) ArcView software, to identify and map reported special-status species occurrence records within the USGS *Bloody Mountain, Crystal Crag, Mammoth Mountain,* and *Old Mammoth, California* 7.5-minute quadrangles. Refer to Section 5 for a complete list of technical references that were reviewed by Michael Baker throughout the course of the biological resources assessment.

2.2 FIELD SURVEY

Michael Baker biologists Ashley Spencer and Tom Millington inventoried and evaluated the extent and conditions of the vegetation communities found within the boundaries of the project site between 0800 and 1030 hours on May 29, 2020. Refer to Table 1 below for a summary of the survey dates, timing, surveyors, and weather conditions.

Table 1: Survey Dates, Timing, Surveyors, and Weather Conditions

Date	Time (start / finish)	Surveyors	Weather Conditions	
			Temperature (°F) (start / finish)	Average Wind Speed (mph)
May 29, 2020	0800 / 1030	Ashley Spencer Tom Millington	63 sunny / 79 sunny	1

During the field survey, Michael Baker extensively surveyed all naturally vegetated areas where accessible. Vegetation communities preliminarily identified on aerial photographs during the literature review were verified in the field by walking meandering transects through the vegetation communities and along boundaries between vegetation communities. Naturally vegetated areas typically have a higher potential to support special-status plant and wildlife species than areas that are highly disturbed or developed, which usually have lower quality and/or reduced amounts of habitat for wildlife. All plant and wildlife species observed during the habitat assessment, as well as dominant plant species within each vegetation community, were recorded in a field notebook, as described below. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, and the overall condition of on-site vegetation communities were recorded.

2.3 VEGETATION COMMUNITIES

Vegetation communities occurring within the project site were delineated on an aerial photograph during the field survey and later digitized using GIS ArcView software to quantify the area of each vegetation community in acres. Vegetation communities occurring within the project site were mapped on an aerial photograph and classified in accordance with the vegetation communities provided in *A Manual of California Vegetation* (Sawyer et al., 2009) and cross referenced with the *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland, 1986). In addition, Michael Baker reviewed the vegetation communities described in the biological technical report prepared by BonTerra Consulting in 2007.

2.4 PLANTS

Plant species observed during the habitat assessment were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unfamiliar plants were photographed in the field

and identified later using taxonomic guides. Plant nomenclature used in this report follows the *Jepson Manual: Vascular Plants of California, Second Edition* (Baldwin et al., 2012). In addition, Michael Baker reviewed the list of plant species provided by M. Bagley (1998) and by BonTerra Consulting (2007). In this report, scientific names are provided immediately following common names of plant species (first reference only).

2.5 WILDLIFE

Wildlife species detected during the habitat assessment by sight, calls, tracks, scat, burrows, nests, or other types of sign were recorded in a field notebook. Field guides used to assist with identification of species during the habitat assessment included *The Sibley Guide to Birds* (Sibley, 2014) for birds, *A Field Guide to Western Reptiles and Amphibians* (Stebbins, 2003) for herpetofauna, and *A Field Guide to Mammals of North America* (Reid, 2006). In addition, Michael Baker reviewed the list of wildlife species provided by BonTerra Consulting (2007). Although common names of wildlife species are generally well standardized, scientific names are provided immediately following common names of wildlife species in this report (first reference only). To the extent possible, nomenclature of birds follows the most recent annual supplement of the American Ornithological Union's *Checklist of North American Birds* (Chesser et al., 2019), nomenclature of amphibians and reptiles follows *Amphibian and Reptile Species of Special Concern in California* (California Department of Fish and Game, 1994), *Scientific and Standard English Names of Amphibians and Reptiles of North America North of Mexico, with Comments Regarding Confidence in Our Understanding* (Crother, 2017), and nomenclature for mammals follows the *Bats of the United States and Canada* (Harvey et al., 2011) and *Revised Checklist of North American Mammals North of Mexico* (Bradley et al., 2014).

2.6 TOWN OF MAMMOTH LAKES TREE REMOVAL AND PROTECTION

Section 17.36.140 of Mammoth Lakes Municipal Code includes provisions to protect and to regulate the removal of certain trees, based on the important environmental, aesthetic and health benefits that trees provide to Mammoth Lakes residents and visitors, and the contribution of such benefits to public health, safety and welfare. These benefits include, but are not limited to, enhancement of the character and beauty of the community as a "Village in the Trees," protection of property values, provision of wildlife habitat, reduction of soil erosion, noise buffering, wind protection, and visual screening for development.

Section 3 Results and Discussion

3.1 EXISTING CONDITIONS

3.1.1 TOPOGRAPHY AND SOILS

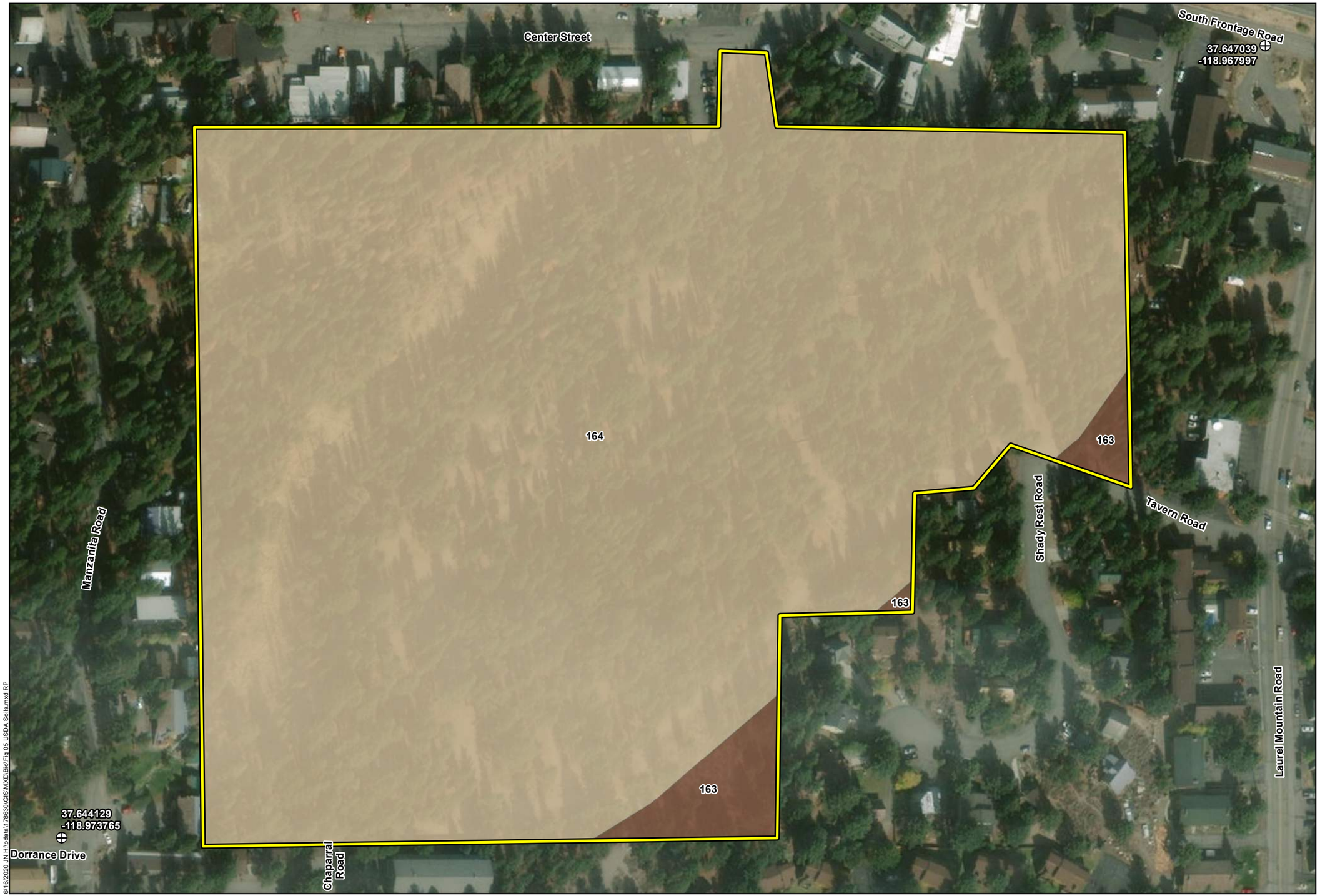
The project site is currently vacant with generally flat topography that slopes to the northwest. Natural communities comprise the majority of the project site with soils that are frequently disturbed due to pedestrian/recreational traffic from the surrounding residential/commercial land uses. The project site is located at an elevation of approximately 7,854 to 7,895 feet above mean sea level (amsl). According to the USDA *Custom Soil Resource Report for Benton-Owens Valley Area Parts of Inyo and Mono Counties, California* (USDA, 2020), the project site is underlain by the following soil units: Chesaw family, 0 to 5 percent slopes (163) and Chesaw family, 5 to 15 percent slopes (164). Soils observed within the project site were generally consistent with what was identified by the USDA. Refer to Figure 5, *USDA Soils*, for a depiction of soil units that have been mapped within the project site. In addition, please refer to Appendix A for representative photographs of the project site taken during the field survey.

3.1.2 SURROUNDING LAND USES

The project site is located in a highly developed area of the Town of Mammoth Lakes, just south of State Route 203. Land uses in the immediate vicinity of the project site include commercial and residential development. Residential development surrounds the project site to the north, south, east, and west. In addition, commercial development is located to the north of the project site. State Route 203 is located approximately 230 feet to the north of the project site and Mammoth Mountain is located approximately three miles southwest of the project site.

3.2 VEGETATION COMMUNITIES AND OTHER LAND USES

Four (4) vegetation communities were observed and mapped within the boundaries of the project site during the field survey: aspen groves, Booth's willow – Geyer's willow – yellow willow thickets, Jeffery pine forest and woodland, and montane meadow (refer to Figure 6, *Vegetation Communities and Other Land Uses*). In addition, disturbed habitat and developed areas were mapped as other land uses. Refer to Table 2 and the sections below for a summary of the vegetation communities within the project site. Additionally, refer to *Table B-1: Plant and Wildlife Species Observed List*, provided in Appendix B, for a complete list of plant species observed within the project site during the field survey.



Legend

- Project Site
- 163 — Chesaw family, 0 to 5 percent slopes
- 164 — Chesaw family, 5 to15 percent slopes
- Reference Point

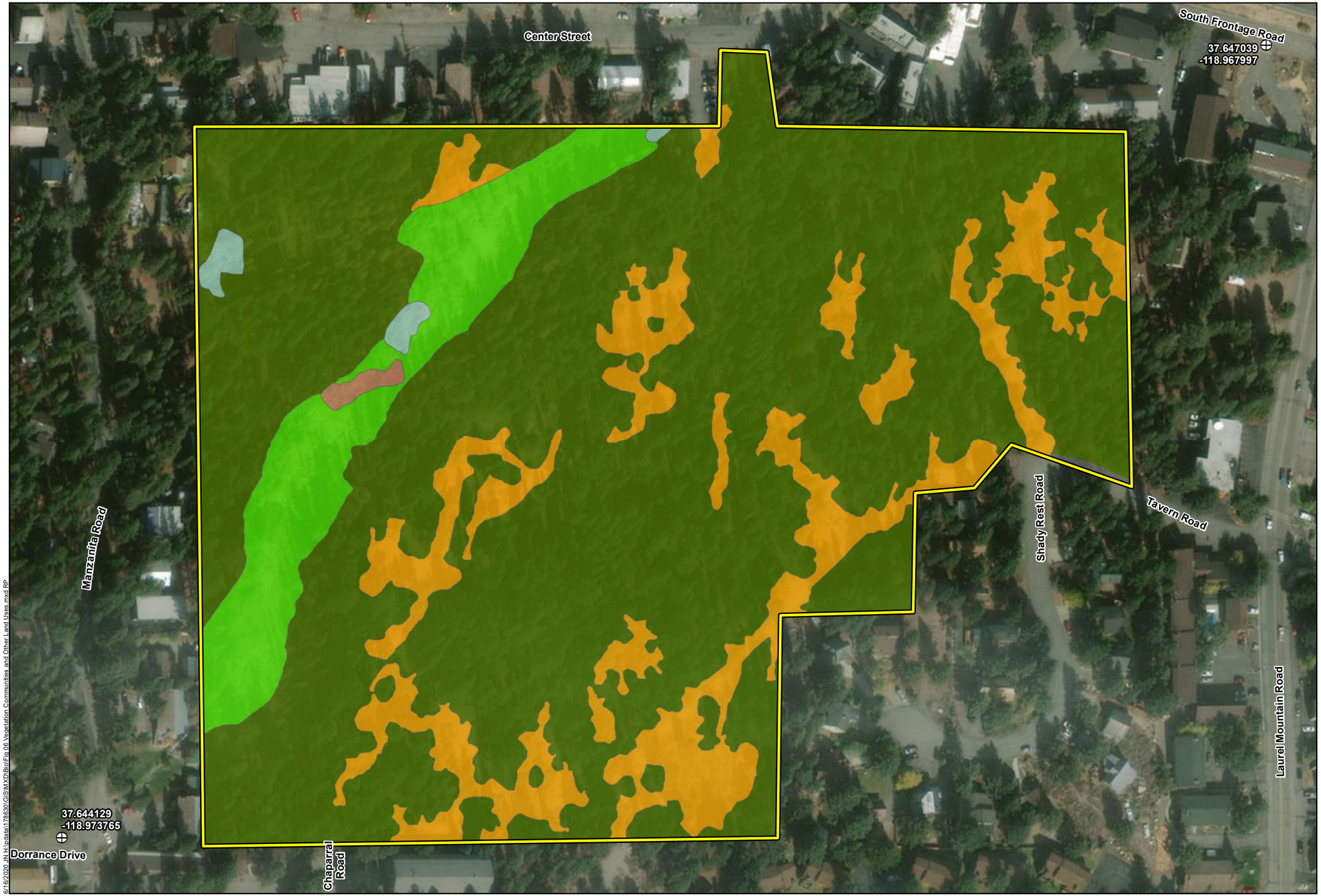
0 65 130 Feet

Source: Esri, 2015, USDA, 2019

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USDA Soils

Figure 5



Legend

- Project Site
- Aspen Groves (0.15 acre)
- Booth's Willow - Geyer's Willow - Yellow Willow Thickets (0.07 acre)
- Jeffrey Pine Forest and Woodland (18.05 acres)
- Montane Meadow (2.14 acres)
- Disturbed Habitat (3.69 acres)
- Developed (0.03 acre)
- Reference Point

0 65 130
Feet

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Source: Esri, 2015

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Vegetation Communities and Other Land Uses

Figure 6

Table 2: Vegetation Communities and Other Land Uses within the Project Site

Vegetation Communities and Other Land Uses	Acreage
Aspen Groves	0.15
Booth's Willow – Geyer's Willow – Yellow Willow Thickets	0.07
Jeffery Pine Forest and Woodland	18.05
Montane Meadow	2.14
Disturbed Habitat	3.69
Developed	0.03
TOTAL	**24.13**

3.2.1 ASPEN GROVES

Approximately 0.15 acre of aspen groves occur within the northern and northwest portions of the project site. This vegetation community can be found on the margins of the montane meadow and mixed in with the Jeffery pine forest and woodland. Quaking aspen (*Populus tremuloides*) dominates this vegetation community which has an open to continuous canopy. The understory is generally sparse but includes a variety of small shrubs and herbaceous species including pale leaved serviceberry (*Amelanchier utahensis*), wax currant (*Ribes cereum*), common yarrow (*Achillea millefolium*), California brome (*Bromus carinatus* var. *carinatus*), thread leaf sedge (*Carex filifolia*), orchard grass (*Dactylis glomerata*), and wild pepper grass (*Lepidium virginicum*).

3.2.2 BOOTH'S WILLOW – GEYER'S WILLOW – YELLOW WILLOW THICKETS

Approximately 0.07 acre of Booth' s willow – Geyer's willow – yellow willow thickets occur within the northwest portion of the project site. This vegetation community is located adjacent to the montane meadow and is dominated by Geyer's willow (*Salix geyeriana*) with narrow leaved willow (*Salix exigua*) occurring at lower densities. Other plant species observed include wax currant and interior rose (*Rosa woodsia* ssp. *ultramontana*).

3.2.3 JEFFERY PINE FOREST AND WOODLAND

Approximately 18.05 acres of Jeffery pine forest and woodland occur within the project site. The vegetation community comprises most of the project site and with a tree canopy dominated by Jeffery pine (*Pinus jeffreyi*). White fir (*Abies concolor*) and lodgepole pine (*Pinus contorta*) can also be found scattered throughout the tree canopy of this vegetation community. The understory of this vegetation community varies depending on the amount of sunlight that enters through the canopy to the scattered open areas. Other plant species that are present in the understory within the open areas include fireweed (*Chamerion angustifolium* ssp. *circumvagum*), goosefoot violet (*Viola purpurea*), pale leaved serviceberry, green leaf manzanita (*Arctostaphylos patula*), big sagebrush (*Artemisia tridentata*), tobacco brush (*Ceanothus velutinus*), Bloomer's goldenbush (*Ericameria bloomeri*), antelope bitterbrush (*Purshia tridentata*), and mountain snowberry (*Symphoricarpos rotundifolius*). In addition, many areas of this vegetation community

have been disturbed as a result of the pedestrian/recreational traffic from the surrounding residential/commercial land uses.

3.2.4 MONTANE MEADOW

Approximately 2.14 acres of montane meadow occurs within the western portion of the project site. Montane meadows are associated with seasonally moist to waterlogged soils of the Sierra Nevada Mountains. The montane meadow can be both wet and dry; the meadow area was moist during the site visit and also had areas of ponded water. Vegetation associated with the montane meadow was relatively low and primarily dominated by sedges. Plant species observed include fireweed, common yarrow, thread leaf sedge, orchard grass, bottlebrush squirreltail (*Elymus elymoides*), beardless wild rye (*Elymus triticoides*), slender willow herb (*Epilobium ciliatum*), Rocky mountain iris (*Iris missouriensis*), Mexican rush (*Juncus mexicanus*), alfalfa (*Medicago sativa*), Hooker's bluegrass (*Poa wheeleri*), annual beard grass (*Polypogon monspeliensis*), and curly dock (*Rumex crispus*).

3.2.5 DISTURBED HABITAT

Disturbed habitat areas comprise approximately 3.69 acres of the project site. Disturbed habitat within the project site has been physically disturbed by anthropogenic activities (e.g., pedestrian/recreational traffic, recreational trails, trash dumping, off-road vehicle use) and is no longer recognized as a native vegetation community but continues to hold a soil substrate. Surface soils within these areas are heavily disturbed/compacted as a result of anthropogenic disturbances. Vegetation that is present primarily consists of non-native plant species including cheat grass (*Bromus tectorum*), orchard grass, annual beard grass, common dandelion (*Taraxacum officinale*), and goat's beard (*Tragopogon dubius*).

3.2.6 DEVELOPED

Developed areas make up approximately 0.03 acre of the project site and consist of areas that have been constructed upon or have been physically altered to a degree that native vegetation is no longer supported. Developed areas within the project site are permanent or semi-permanent structures and paved, impervious surfaces (i.e., Tavern Road).

3.3 WILDLIFE

Natural vegetation communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a general discussion of common wildlife species that were detected during the field survey or that are expected to occur based on existing site conditions. The discussion is to be used as a general reference and is limited by the season, time of day, and weather conditions in which the field survey was conducted. Refer to Appendix B for a complete list of wildlife species observed during the field survey.

3.3.1 FISH

No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would support populations of fish were observed in the project site during the field survey. Three drainage features have been identified within various portions of the project site. However, it appears the drainage features do not hold water long enough to support populations of fish. Therefore, no fish are expected to occur within the project site.

3.3.2 AMPHIBIANS

The project site provides downed logs, leaf litter, and moisture which are ideal conditions for common amphibian species known to occur in the surrounding vicinity. Specifically, the montane meadow vegetation community located within the western portion of the project site provides marginal habitat for common amphibians. However, no amphibians were observed within the project site during the field survey. In addition, no amphibians were observed during the field survey conducted by BonTerra Consulting in 2007. Common species of amphibians that may occur within the project site include California toad (*Anaxyrus boreas halophilus*) and Sierran treefrog (*Pseudacris sierra*).

3.3.3 REPTILES

The project site and surrounding The habitats within the project site are suitable for a number of reptilian species that are known to occur within the vicinity. No reptiles were observed during the field survey. In addition, no amphibians were observed during the field survey conducted by BonTerra Consulting in 2007. Common lizard species that may occur within the project site include Sierra alligator lizard (*Elgaria coerulea palmeri*), northern sagebrush lizard (*Sceloporus graciosus graciosus*), and Great Basin fence lizard (*Sceloporus occidentalis longipes*). Common snake species that may occur within the project site include northern rubber boa (*Charina bottae*) and mountain gartersnake (*Thamnophis elegans elegans*).

3.3.4 BIRDS

The project site provides suitable foraging and cover habitat for a variety of resident and migrant bird species. A total of twenty (20) avian species were identified during the field survey. Commonly occurring or regionally significant birds that were detected within the project site included brown creeper (*Certhia americana*), northern flicker (*Colaptes auratus*), western wood pewee (*Contopus sordidulus*), Steller's jay (*Cyanocitta stelleri*), Cassin's finch (*Haemorhous cassinii*), hairy woodpecker (*Leuconotopicus villosus*), mountain chickadee (*Poecile gambeli*), calliope hummingbird (*Selasphorus calliope*), white-breasted nuthatch (*Sitta carolinensis*), pygmy nuthatch (*Sitta pygmaea*), American robin (*Turdus migratorius*), and white-crowned sparrow (*Zonotrichia leucophrys*). In addition, olive-sided flycatcher (*Contopus cooperi*), a CDFW Species of Special Concern, was observed foraging within the central portion of the project site during the field survey. Olive-sided flycatcher is a long-distance migratory species and is only expected to occur within the project from late spring until as early as August.

Nesting birds are protected pursuant to the Federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code (CFGC)[3]. To maintain compliance with the MBTA and CFGC, clearance surveys are typically required prior to any ground disturbance or vegetation removal activities to avoid direct and indirect impacts to active bird nests and/or nesting birds. Consequently, if an active bird nest is destroyed or if project activities result in indirect impacts (e.g., nest abandonment, loss of reproductive effort) to nesting birds, it is considered "take" and is potentially punishable by fines and/or imprisonment. The project site provides nesting habitat for year-round and seasonal avian residents as well as migrating songbirds that could occur in the area. Additionally, the project site provides nesting habitat for avian species that nest in cavities (e.g., northern flicker, hairy woodpecker, mountain chickadee, white-breasted nuthatch, pygmy nuthatch). No remnant nests were observed within the project site during the field survey. Further, no active nests or birds displaying nesting behavior were observed.

3.3.5 MAMMALS

A total of four (4) mammals were observed during the field survey. These included coyote (*Canis latrans*) sign, lodgepole chipmunk (*Neotamias speciosus*), mountain cottontail (*Sylvilagus nuttallii*), and Douglas squirrel (*Tamiasciurus douglasii*). Because many mammals are nocturnal, it is possible that there are additional resident mammalian species within the project site that were not detected during the diurnal field survey. Other common terrestrial mammalian species that are expected to occur within the project site include deer mouse (*Peromyscus maniculatus*), mule deer (*Odocoileus hemionus*), gray fox (*Urocyon cinereoargenteus*), striped skunk (*Mephitis mephitis*), and raccoon (*Procyon lotor*). BonTerra Consulting (2007) reported observing black bear (*Ursus americanus*) scat within the project site, however, scat was not observed during the 2020 field survey. Although no scat was observed, black bear is still expected to occur within the project site.

Bats occur throughout most of southern California and may use the project site as foraging habitat. In addition, the Jeffery pine forest and woodland vegetation community potentially provides suitable roosting opportunities for common bat species known to occur in the area. Common bat species that may forage and roost within the project site include big brown bat (*Eptesicus fuscus*), hoary bat (*Lasiurus cinereus*), California myotis (*Myotis californicus*), and Mexican free-tailed bat (*Tadarida brasiliensis*).

3.4 WILDLIFE CONNECTIVITY

Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes, while linkages generally refer to broader areas that provide movement opportunities for multiple keystone/focal species or allow for

[3] Section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the CFGC or any regulation made pursuant thereto; Section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey); and Section 3513 makes it unlawful to take or possess any migratory non-game bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA, as amended (16 U.S.C. § 703 *et seq.*).

propagation of ecological processes (e.g., for movement of pollinators), often between areas of conserved land.

The project site is situated within a highly developed area of the Town of Mammoth Lakes. The surrounding residential and commercial development has isolated the project site from other natural open space areas located to the north, south, east, and west of the project site. The montane meadow and native trees within the project site and throughout the Town of Mammoth Lakes are expected to support some local wildlife movement; however, any wildlife currently utilizing the project site and adjacent areas as a wildlife corridor are likely adapted to disturbance associated with urban environments. Project activities are not expected to impede wildlife movement through the area. The natural open space areas to the north, south, east, and west of the project site and Town of Mammoth Lakes would continue to provide opportunities for local wildlife movement and function as a corridor for highly mobile wildlife species.

3.5 SPECIAL-STATUS BIOLOGICAL RESOURCES

The CNDDB and CNPS Online Inventory were queried for reported locations of special-status plant and wildlife species as well as special-status natural vegetation communities in the USGS *Bloody Mountain, Crystal Crag, Mammoth Mountain,* and *Old Mammoth, California* 7.5-minute quadrangles. The field survey was conducted to assess the conditions of the habitat(s) within the boundaries of the project site to determine if the existing vegetation communities, at the time of the field survey, have the potential to provide suitable habitat(s) for special-status plant and wildlife species. Additionally, the potentials for special-status species to occur within the project site were determined based on the reported locations in the CNDDB and CNPS Online Inventory and the following:

- **Present**: the species was observed or detected within the project site during the field survey.
- **High**: Occurrence records (within 20 years) indicate that the species has been known to occur on or within one mile of the project site and the site is within the normal expected range of this species. Intact, suitable habitat preferred by this species occurs within the project site and/or there is viable landscape connectivity to a local known extant population(s) or sighting(s).
- **Moderate**: Occurrence records (within 20 years) indicate that the species has been known to occur within one mile of the project site and the site is within the normal expected range of this species. There is suitable habitat within the project site but the site is ecologically isolated from any local known extant populations or sightings.
- **Low**: Occurrence records (within 20 years) indicate that the species has been known to occur within five miles of the project site, but the site is outside of the normal expected range of the species and/or there is poor quality or marginal habitat within the project site.
- **Not Expected**: There are no occurrence records of the species occurring within five miles of the project site, there is no suitable habitat within the project site, and/or the project site is outside of the normal expected range for the species.

The literature search identified thirty-seven (37) special-status plant species, twenty-three (23) special-status wildlife species, and one (1) special-status vegetation community as occurring within the USGS

Bloody Mountain, Crystal Crag, Mammoth Mountain, and *Old Mammoth, California* 7.5-minute quadrangles. Special-status plant and wildlife species were evaluated for their potential to occur within the project site based on habitat requirements, availability and quality of suitable habitat, and known distributions. Special-status biological resources identified during the literature review as having the potential to occur within the vicinity of the project site are presented in *Table C-1: Potentially Occurring Special-Status Biological Resources*, provided in Appendix C.

3.5.1 SPECIAL-STATUS PLANT SPECIES

Thirty-seven (37) special-status plant species have been recorded in the USGS *Bloody Mountain, Crystal Crag, Mammoth Mountain,* and *Old Mammoth, California* 7.5-minute quadrangles by the CNDDB and CNPS Online Inventory (refer to Appendix C). No special-status plant species were observed within the project site during the 2020 field survey. In addition, no special-status plant species were observed during previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007. The project site is currently vacant with generally flat topography and natural communities comprised of soils that are disturbed due to pedestrian/recreational traffic from the surrounding residential/commercial land uses. Based on existing site conditions and a review of specific habitat requirements, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a low potential to support subalpine fireweed (*Epilobium howellii*; California Rare Plant Rank 4.3). All remaining special-status plant species identified during the literature review are not expected to occur within the project site.

Although not considered a special-status plant species, numerous white fir, lodgepole pine, and Jeffrey pine were observed throughout the project site. The Town of Mammoth Lakes Municipal Code 17.36.140, *Tree Removal and Protection*, states no person shall remove or cause to be removed any tree from any property without a permit. A tree removal and protection plan would be required prior to conducting development activities that require a land use permit, building permit or grading permit, including, but not limited to, clearing, grading, excavation or demolition work on any property or development site containing one or more trees.

3.5.2 SPECIAL-STATUS WILDLIFE SPECIES

Twenty-three (23) special-status wildlife species have been recorded in the USGS *Bloody Mountain, Crystal Crag, Mammoth Mountain,* and *Old Mammoth, California* 7.5-minute quadrangles by the CNDDB (refer to Appendix C). Olive-sided flycatcher (CDFW Species of Special Concern) was the only special-status species observed during the 2020 field survey. Olive-sided flycatcher is a long-distance migratory species and is only expected to occur within the project from late spring until as early as August. In addition, BonTerra Consulting (2007) observed yellow warbler (*Setophaga petechia*; CDFW Species of Special Concern) within the project site during the 2007 field survey; however this species was not detected by Michael Baker during the 2020 field survey. No additional special-status wildlife species were observed during the field surveys. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a high potential to support yellow warbler (foraging and nesting habitat). All remaining special-status wildlife

species identified by the CNDDB database either have a low potential or are not expected to occur within the project site. Due to regional significance, the potential occurrences of Yosemite toad (*Anaxyrus canorus*) and great gray owl (*Strix nebulosa*) are described in further detail below.

Yosemite Toad

The Yosemite toad is a Federally threatened species and CDFW Species of Special Concern that is indigenous to California, in a 150-mile span of the Sierra Nevada Mountains from Ebbetts Pass in Alpine County in the north to Fresno and northern Inyo Counties in the south. It is a medium sized toad, ranging from 1.2 to 2.8 inches in length (USFWS, 2017). Male toads are smaller and one solid yellow-green to a darker greenish-brown color while females have black spots or splotches edged with white or cream, set against a grey, tan, or brown color (USFWS, 2017). Both males and females have a stripe down the middle of their back and rough warty skin. Yosemite toads are usually found in sunny areas in the daytime, in wet meadows and forests at elevations of 4,800 to 12,000 feet amsl. The majority of their life is spent in the upland habitats close to their breeding meadows (USFWS, 2017). Their activity period tends to be short, anytime from about April-July (depending on snow melt) to late September or early October. Breeding and egg-laying occur from mid-April to mid-July; eggs are deposited in shallow, quiet pools in wet meadows, or in shallow tarns surrounded by forest (CDFW, 2000). During inactive periods, Yosemite toads use abandoned rodent burrows or move to adjacent forests for cover.

According to the CNDDB, there are six (6) occurrence records for Yosemite toad within the USGS *Bloody Mountain, Crystal Crag,* and *Mammoth Mountain, California* 7.5-minute quadrangles. There are no occurrence records for Yosemite toad within the USGS *Old Mammoth, California* 7.5-minute quadrangle. The closest, extant occurrence (Occurrence Number 46) was recorded in 1976, approximately 3.3 miles southwest of the project site; 12 specimens were collected at Lake Mary (CNDDB, 2001).

No Yosemite toads were observed during the 2020 field survey. In addition, this species was not observed during previous surveys conducted by BonTerra Consulting in 2007. Vegetation communities present within the project site provide marginal habitat for this species. Although known populations of Yosemite toads are known to occur approximately 3.3 miles southwest of the project site around Lake Mary, the project site has been effectively cut off from these known populations by highly trafficked roads (e.g., Old Mammoth Road, Meridian Boulevard) and residential and commercial development to the south and southwest. Further, the montane meadow vegetation community is very limited in size and likely does not hold water long enough to support breeding populations of this species. As a result, Yosemite toad is not expected to occur within the project site.

Great Gray Owl

The great gray owl is currently listed as a State endangered species under the California Endangered Species Act and is the largest owl in North America with a body length of 60 to 83 centimeters. It is a rarely seen resident of the Sierra Nevada Mountains, occurring from 4,500 to 7,500 feet in elevation. Can be found from the vicinity of Qunicy, Plumas County south to the Yosemite region. The core of the California population is located on the western slopes of the Sierra Nevada in Yosemite National Park, Stanislaus National Forest, and Sierra National Forest (Wu, J. X., H. L. Loffland, R. B. Siegel, C. Stermer, 2016). The great gray owl has a large, round facial disk with an overall gray plumage with smudgy markings and some brown coloration on the back, underside of wings, and front. Prefers to be near water and breeds most

commonly near montane meadows in mid-elevation conifer forests with a dense canopy cover. Great gray owls build no nest; they prefer to nest in large, broken-topped snags, usually > 24 inches in diameter at breast height (dbh).

According to the CNDDB, there is only one occurrence record for great gray owl within the USGS *Bloody Mountain, Crystal Crag, and Mammoth Mountain, California* 7.5-minute quadrangles. This single occurrence record (Occurrence Number 21) was recorded in 1975, approximately one mile southwest of the project site; one owl was observed at Valentine Camp (CNDDB, 1989). No recent, updated surveys have been done in this area since (CNDDB, 1989).

No great gray owls were observed during the 2020 field survey. In addition, this species was not observed during previous surveys conducted by BonTerra Consulting in 2007. Vegetation communities present within the project site provide marginal habitat for this species; however, this project site is located outside of the known elevation range for this species. Additionally, the project site lacks the dense canopy cover preferred by this species for cover and lacks the large (> 24 inches dbh) broken-topped snags for nesting. The closest core populations for this species are known to be in the Yosemite region, approximately 34 miles west and northwest of the project site. Further, the only occurrence record for this species was documented forty-five years ago. As such, great gray owl is not expected to occur within the project site.

3.5.3 SPECIAL-STATUS VEGETATION COMMUNITIES

The record search and literature review returned a total of one (1) special-status vegetation community that has been recorded in the USGS *Bloody Mountain, Crystal Crag, Mammoth Mountain,* and *Old Mammoth, California* 7.5-minute quadrangles by the CNDDB: Mono Pumice Flats. This vegetation community was not observed during the 2020 field survey or during previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.

Although it did not come up in the records search, the montane meadow within the western portion of the project site is considered a special-status vegetation community by CDFW and is also protected by the Town of Mammoth Lakes Municipal Code. Additionally, based on the results of the *Delineation of State and Federal Jurisdictional Waters* (Michael Baker, 2020), this vegetation community would qualify as a jurisdictional wetland feature and falls under the regulatory authority of the Regional Water Quality Control Board (RWQCB) and CDFW.

3.6 CRITICAL HABITAT

Under the definition used by the FESA, “Critical Habitat” refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species and that may require special management considerations or protection, regardless of whether the species is still extant in the area. Areas that were not known to be occupied at the time a species was listed can also be designated as Critical Habitat if they contain one or more of the physical or biological features that are essential to that species’ conservation and if the occupied areas are inadequate to ensure the species’ recovery. If a project may result in take or adverse modification to a species’ designated Critical Habitat and the project has a Federal nexus, the project proponent may be required to provide suitable mitigation. Projects with a Federal nexus may

include projects that occur on Federal lands, require Federal permits (e.g., CWA Section 404 permit), or receive any Federal oversight or funding. If there is a Federal nexus, then the Federal agency that is responsible for providing funds or permits would be required to consult with the USFWS under the FESA.

The project site is not located within any Federally-designated Critical Habitat; the closest Federally-designated Critical Habitat is located approximately 3 miles south of the project site for Yosemite toad (refer to Figure 7, *Critical Habitat*).

3.7 STATE AND FEDERAL JURISDICTIONAL AREAS

There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredged or fill material into "waters of the U.S." (WoUS) pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the RWQCB regulates discharges to surface waters pursuant to Section 401 of the CWA and Section 13263 of the California Porter-Cologne Water Quality Control Act and the CDFW regulates alterations to streambed and associated vegetation communities under Section 1600 et seq. of the CFGC.

According to the *Delineation of State and Federal Jurisdictional Waters* (Michael Baker, 2020), two (2) categories of State jurisdictional resources were documented within the project site: RWQCB non-wetland and wetland Waters of the State and CDFW streambed. Table 3 below provides a summary of jurisdictional resources documented within the project site.

Table 3: Summary of Jurisdictional Areas Within the Project Site

Jurisdictional Feature	Regional Board		CDFW
	Non-wetland Waters of the State	Wetland Waters of the State	(Jurisdictional Streambed) Acreage (Linear Feet)
	Acreage (Linear Feet)	Acreage	
Drainage 1	0.11 (1,083)	1.06	1.17 (1,074)
Drainage 2	0.015 (242)	-	0.017 (242)
Drainage 3	0.004 (57)	-	0.008 (57)
TOTAL*	**0.13 (1,382)**	**-**	**1.19 (1,373)**

*Total may not equal sum due to rounding.



Legend

- Project Site
- Blue Line Streams
- Owens Tui Chub (*Siphateles bicolor snyderi*)
- Sierra Nevada bighorn sheep (*Ovis canadensis sierrae*)
- Yosemite toad (*Anaxyrus canorus*)
- Blue Line Streams
- Reference Point

0 0.5 1 Miles

6/16/2020 JN H:\pdata\178630\GIS\MXD\EcoFig 07 Critical Habitat.mxd RP

Source: Esri, 2015, USFWS, 2020

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Critical Habitat

Figure 7

Section 4 Conclusion and Recommendations

The project site is located in a highly developed area of the Town of Mammoth Lakes. It is currently vacant with generally flat topography and natural vegetation communities that are frequently disturbed due to pedestrian/recreational traffic from the surrounding residential/commercial land uses. Land uses in the immediate vicinity of the project site include commercial and residential development. Four (4) vegetation communities were observed and mapped within the boundaries of the project site during the field survey: aspen groves, Booth's willow – Geyer's willow – yellow willow thickets, Jeffery pine forest and woodland, and montane meadow. In addition, disturbed habitat and developed areas were mapped as other land uses.

According to the *Delineation of State and Federal Jurisdictional Waters* (Michael Baker, 2020), two (2) categories of State jurisdictional resources were documented within the project site: RWQCB non-wetland and wetland Waters of the State and CDFW streambed. Based on the *Delineation of State and Federal Jurisdictional Waters* (Michael Baker, 2020), the following permits/authorizations would be required prior to construction within the identified jurisdictional areas:

BIO-1: Prior to the City's issuance of a grading permit, the project applicant shall obtain the following regulatory approvals: 1) Approved Jurisdictional Determination from the USACE to receive concurrence that on-site features do not qualify as WoUS, 2) Regional Board Waste Discharge Requirements would be required for discharges into surface waters of the State pursuant to the Porter-Cologne Act, and 3) CDFW Section 1602 Lake or Streambed Alteration Agreement (or other approval in-lieu of a formal agreement such as an Operation-by-Law letter) for alteration to streambed/banks and/or associated riparian vegetation.

BIO-2: The project applicant shall mitigate permanent impacts to USACE non-wetland and wetland Waters of the State, CDFW streambed, and the montane meadow vegetation community through on-site or off-site enhancement, restoration, and/or creation of jurisdictional streambed at a ratio of no less than 1:1. To avoid and minimize impacts to State jurisdictional resources during and after construction, the project applicant shall implement all best management practices required in the final Section 1602 Lake or Streambed Alteration Agreement.

No special-status plant species were observed within the project site during the 2020 field survey. In addition, no special-status plant species were observed during previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007. Based on existing site conditions and a review of specific habitat requirements, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a low potential to support subalpine fireweed. All remaining special-status plant species identified during the literature review are not expected to occur within the project site. As such, no additional surveys are recommended at this time.

Although not considered a special-status plant species, numerous white fir, lodgepole pine, and Jeffrey pine were observed throughout the project site. The Town of Mammoth Lakes Municipal Code 17.36.140, *Tree*

Removal and Protection, states no person shall remove or cause to be removed any tree from any property without a permit. A tree removal and protection plan would be required prior to conducting development activities that require a land use permit, building permit or grading permit, including, but not limited to, clearing, grading, excavation or demolition work on any property or development site containing one or more trees.

Olive-sided flycatcher (CDFW Species of Special Concern) was the only special-status species observed during the 2020 field survey. Olive-sided flycatcher is a long-distance migratory species and is only expected to occur within the project from late spring until as early as August. In addition, BonTerra Consulting (2007) observed yellow warbler within the project site during the 2007 field survey; however this species was not detected by Michael Baker during the 2020 field survey. No additional special-status wildlife species were observed during the field surveys. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, it was determined that the project site has a high potential to support yellow warbler (foraging and nesting habitat). All remaining special-status wildlife species identified by the CNDDB database either have a low potential or are not expected to occur within the project site. Potential impacts to special-status wildlife species (if present) would be considered significant and require mitigation. Therefore, it is recommended that the following measures be implemented:

BIO-3: Prior to the issuance of a grading permit, a qualified biologist shall prepare and present a Workers Environmental Awareness Program (WEAP) training to all contractors, subcontractors, and workers expected to be on-site throughout the entire construction period. The WEAP shall include a brief review of any special-status species including habitat requirements and where they might be found, and other sensitive biological resources that could occur in and adjacent to the project site. The WEAP shall address the biological mitigation measures listed in the project's approved Mitigation Monitoring and Reporting Program, as well as applicable conditions and provisions of any associated environmental permits (e.g., Section 404 permit, Section 401 Water Quality Certification, Section 1602 Lake or Streambed Alteration Agreement), including but not limited to pre-construction biological surveys, pre-construction installation of perimeter sediment and erosion control best management practices per the RWQCB-approved Storm Water Pollution Prevention Plan, and any recurrent nesting bird surveys (as needed).

BIO-4: If project-related activities are to be initiated during the nesting season (January 1 to August 31), a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three (3) days prior to the start of any vegetation removal or ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone (e.g., 500 feet) surrounding the project impact area. Documentation of surveys and findings shall be submitted to the Town of Mammoth Lakes for review and file. If no active nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures would be required.

If an active nest is found, the bird species shall be identified and a “no-disturbance” buffer shall be established around the active nest. The size of the “no-disturbance” buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. The qualified biologist shall periodically monitor any active nests to determine if project-related activities occurring outside the “no-disturbance” buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the “no-disturbance” buffer may occur.

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Appendix A Site Photographs



Photograph 1: Standing in the northeast portion of the project site looking across a disturbed area under the Jeffery pine forest and woodland vegetation community, facing northwest.



Photograph 2: Standing in the central portion of the project site, facing northwest.



Photograph 3: Standing in the southeast portion of the project site, facing southeast.



Photograph 4: Standing in the southeast portion of the project site looking across a disturbed area under the Jeffery pine forest and woodland vegetation community, facing north.



Photograph 5: Standing in the southwest portion of the project site looking at the montane meadow vegetation community, facing north.



Photograph 6: Looking at the Booth's willow – Geyer's willow – yellow willow thickets vegetation community in the northwest portion of the project site, facing west.



Photograph 7: Looking at the aspen groves vegetation community located in the northwest portion of the project site, facing west.



Photograph 8: Standing in the northwest portion of the project site, looking across the montane meadow, facing west.



Photograph 9: Standing in the northwest portion of the project site, facing south.



Photograph 10: Looking at the aspen groves vegetation community located in the northwest portion of the project site, facing north.



Photograph 11: Standing in the northern portion of the project site, facing east.



Photograph 12: Looking at the aspen groves vegetation community located adjacent to the northern boundary of the project site, facing north.



Photograph 13: Standing adjacent to the northern boundary of the project site, facing east.



Photograph 14: Standing in the northeast portion of the project site looking across a disturbed area under the Jeffery pine forest and woodland vegetation community, facing north.

Appendix B Plant and Wildlife Species Observed List

Table B-1: Plant and Wildlife Species Observed List

Scientific Name*	**Common Name**	**Cal-IPC Rating****	**Special-Status Rank*****
Plants			
Abies concolor	white fir		
Achillea millefolium	common yarrow		
Amelanchier utahensis	pale leaved serviceberry		
Antennaria rosea	rose pussytoes		
Arctostaphylos patula	green leaf manzanita		
Artemisia ludoviciana	silver wormwood		
Artemisia tridentata	big sagebrush		
Bromus carinatus var. *carinatus*	California brome		
*Bromus tectorum**	cheatgrass	High	
Carex filifolia	thread leaf sedge		
Ceanothus velutinus	tobacco brush		
Chamerion angustifolium ssp. *circumvagum*	fireweed		
*Dactylis glomerata**	orchard grass	Limited	
Elymus elymoides	bottlebrush squirreltail		
Elymus triticoides	beardless wild rye		
Epilobium ciliatum	slender willow herb		
Ericameria bloomeri	Bloomer's goldenbush		
Erigeron breweri	Brewer's fleabane		
Eriogonum umbellatum	sulphur buckwheat		
Erysimum capitatum	sanddune wallflower		
Hackelia micrantha	Jessica sticktight		
Iris missouriensis	Rocky mountain iris		
Juncus mexicanus	Mexican rush		
Lepidium virginicum	wild pepper grass		
Lomatium multifidum	fern leaved lomatium		
Lonicera conjugialis	double honeysuckle		
Lupinus andersonii	Anderson’s lupine		
Lupinus latifolius var. *columbianus*	broad leaved lupine		
Matricaria discoidea	pineapple weed		
*Medicago sativa**	alfalfa		
Phalaris arundinacea	reed canarygrass		
Pinus contorta	lodgepole pine		
Pinus jeffreyi	Jeffrey pine		
Poa wheeleri	Hooker’s bluegrass		
*Polypogon monspeliensis**	annual beard grass	Limited	
Populus tremuloides	quaking aspen		
Potentilla gracilis var. *gracilis*	graceful cinquefoil		
Purshia tridentata	antelope bitterbrush		
Ribes cereum	wax currant		

Table B-1: Plant and Wildlife Species Observed List

Scientific Name*	**Common Name**	**Cal-IPC Rating****	**Special-Status Rank*****
Rosa woodsia ssp. *ultramontana*	interior rose		
*Rumex crispus**	curly dock	Limited	
Salix exigua	narrow leaved willow		
Salix geyeriana	Geyer's willow		
Senecio integerrimus var. *exaltatus*	Columbia mountain butterweed		
Sidalcea oregana ssp. *spicata*	Oregon checker mallow		
Stephanomeria tenuifolia	narrow leaved stephanomeria		
Symphoricarpos rotundifolius	mountain snowberry		
*Taraxacum officinale**	common dandelion		
*Tragopogon dubius**	goat's beard		
Triteleia ixioides ssp. *anilina*	mountain pretty face		
Turritis glabra	tower rockcress		
Viola purpurea	goosefoot violet		
Wyethia mollis	mountain mule ears		
Birds			
Certhia americana	brown creeper		
Colaptes auratus	northern flicker		
Contopus cooperi	olive-sided flycatcher		SSC
Contopus sordidulus	western wood pewee		
Corvus brachyrhynchos	American crow		
Corvus corax	common raven		
Cyanocitta stelleri	Steller's jay		
Euphagus cyanocephalus	Brewer's blackbird		
Haemorhous cassinii	Cassin's finch		
Leuconotopicus villosus	hairy woodpecker		
Molothrus ater	brown-headed cowbird		
Poecile gambeli	mountain chickadee		
Selasphorus calliope	calliope hummingbird		
Setophaga coronata	yellow-rumped warbler		
Sitta carolinensis	white-breasted nuthatch		
Sitta pygmaea	pygmy nuthatch		
Troglodytes aedon	house wren		
Turdus migratorius	American robin		
Zenaida macroura	mourning dove		
Zonotrichia leucophrys	white-crowned sparrow		
Mammals			
Canis latrans	coyote		
Neotamias speciosus	lodgepole chipmunk		
Sylvilagus nuttallii	mountain cottontail		
Tamiasciurus douglasii	Douglas squirrel		

* Non-native plant species

** **California Invasive Plant Council (Cal-IPC) Ratings**

High These species have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure. Their reproductive biology and other attributes are conducive to moderate to high rates of dispersal and establishment. Most are widely distributed ecologically.

Limited These species are invasive, but their ecological impacts are minor on a statewide level or there was not enough information to justify a higher score. Their reproductive biology and other attributes result in low to moderate rates of invasiveness. Ecological amplitude and distribution are generally limited, but these species may be locally persistent and problematic.

*** **Special-Status Rank**

California Department of Fish and Wildlife (CDFW)

SSC Species of Special Concern – Species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as Federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

Appendix C Potentially Occurring Special-Status Biological Resources

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
SPECIAL-STATUS WILDLIFE SPECIES				
Accipiter gentilis northern goshawk	SSC G5 S3	Year-round resident throughout all or most of the California range, though in winter some individuals remain on or close to breeding territories while others migrate short distances to winter elsewhere. Nest in mature and old-growth forest stands over much of their California range. Suitable stands occur in Pacific ponderosa (*Pinus ponderosa* var. *pacifica*), Jeffrey (*Pinus jeffreyi*), and lodgepole pine (*Pinus contorta*), mixed conifer, white (*Abies concolor*) and California red fir (*Abies magnifica*), Douglas fir (*Pseudotsuga menziesii*), mixed Redwood–Douglas-fir–hardwood, and (rarely) pinyon-juniper, as well as in mature quaking aspen (*Populus tremuloides*) stands within aspen–shrub steppe vegetation east of the Cascade-Sierra axis. Forage in mature and old-growth forests that have relatively dense canopies and also meadow edges and open sagebrush.	No	**Low (Foraging and Nesting):** The project site provides marginal foraging and nesting habitat for this species. This species was documented four miles north of project site (Occurrence Number 117) in 1979 near Twin Lakes (CNDDB, 2005). In addition, eBird data shows this species was last recorded in the Mammoth Lakes area in 1970 (eBird, 2020).
Anaxyrus canorus Yosemite toad	FT SSC G2G3 S2S3	Restricted to the vicinity of wet meadows in central High Sierra, approximately 6,400 to 11,300 feet above mean sea level (amsl). Primarily occurs in montane wet meadows; also in seasonal ponds associated with lodgepole pine and subalpine conifer forests.	No	**Not Expected:** Although the vegetation communities present within the project site provide marginal habitat for this species, the project site has been cut off from known populations in the central High Sierra and the nearest CNDDB occurrence record (Occurrence Number 46, 1976) at Lake Mary by surrounding development.
Aplodontia rufa californica Sierra Nevada mountain beaver	SSC G5T3T4 S2S3	Found in scattered distributions throughout the Cascade, Klamath, and Sierra Nevada Ranges. Typical habitat in the Sierra Nevada is montane riparian; in the Coast Ranges, most populations occur below 2700 feet amsl. Frequents open and intermediate – canopy coverage with a dense understory near water. Deep, friable soils are required for burrowing, along with a cool, moist microclimate.	No	**Not Expected:** Suitable montane riparian habitat near water is not present within the project site.
Buteo swainsoni Swainson's hawk	ST G5 S3	Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grassland or suitable grain or alfalfa fields or livestock pastures.	No	**Not Expected:** Suitable habitats preferred by this species for foraging and nesting are not present within the project site. Additionally, there are no occurrence records within five miles of the project site (CNDDB, 2020) and no eBird occurrence records for the Mammoth Lakes area (eBird, 2020).

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Catostomus fumeiventris Owens sucker	SSC G3G4 S3	Endemic to the Owens River drainage. In its native river habitat, it is most common in areas with long runs and few riffles. Adults can thrive in reservoirs but need gravelly riffles in tributary streams for spawning. Inhabits streams and lakes below 7,500 feet amsl.	No	**Not Expected:** Suitable river habitat is not present within the project site.
Centrocercus urophasianus greater sage-grouse	SSC G3G4 S2S3	Dependent on sagebush (*Artemisia* spp.) for food and cover year round. Their range is closely aligned with the range and integrity of sagebrush ecosystems. Predominant types of sagebrush in California include Wyoming Sagebrush (*A. tridentata* ssp. *wyomingensis*), Mountain Sagebrush (*A. t.* ssp. *vaseyana*), Big Sagebrush (*A. t.* ssp. *tridentata*), and Low Sagebrush (*A. arbuscula*).	No	**Not Expected:** Suitable habitats preferred by this species for foraging and nesting are not present within the project site. Additionally, there are no occurrence records within five miles of the project site (CNDDB, 2020) and no eBird occurrence records for the Mammoth Lakes area (eBird, 2020).
Contopus cooperi olive-sided flycatcher	SSC G4 S4	Uncommon to common, summer resident in a wide variety of forest and woodland habitats below 9,000 feet amsl throughout California exclusive of the deserts, the Central Valley, and other lowland valleys and basins. Preferred nesting habitats include mixed conifer, montane hardwood-conifer, Douglas fir, redwood (*Sequoiadendron giganteum*), red fir, and lodgepole pine.	Yes	**Present:** This species was observed within the southern portion of the project site. The project site provides suitable foraging and nesting habitat for this species.
Coturnicops noveboracensis yellow rail	SSC G4 S1S2	Precise breeding and wintering ranges and relative abundances difficult to discern fully because of the species' secretive behavior within its marsh habitat. This species occurs year-round in California as a very local breeder in northeastern interior and as a winter visitor (early October to mid-April). Require densely vegetated sedge marshes/meadows with moist soil or shallow standing water.	No	**Not Expected:** Suitable, densely vegetated sedge marsh/meadow habitat is not present within the project site.
Euderma maculatum spotted bat	SSC G4 S3	Preferred habitats include arid deserts, grasslands and mixed conifer forests from sea level to 10,000 feet amsl. Forages over water and near the ground. Roosts in rock crevices on cliffs, occasionally found in caves and buildings.	No	**Low (Foraging):** The project site provides marginal foraging habitat for this species, however; there are no occurrence records within five miles of the project site (CNDDB, 2020). This species is not expected to roost within the project site due to the lack of cliffs.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Falco mexicanus prairie falcon	WL G5 S4	The prairie falcon is associated primarily with perennial grasslands, savannahs, rangeland, some agricultural fields during the winter season, and desert scrub areas, all typically dry environments of western North American where there are cliffs or bluffs for nest sites. The species requires sheltered cliff ledges for cover and nesting which may range in height from low rock outcrops of 30 feet to vertical, 400 feet high (or more) cliffs and typically overlook some treeless country for hunting. Open terrain is used for foraging.	No	**Not Expected:** Suitable habitats preferred by this species for foraging and nesting are not present within the project site. Additionally, there are no occurrence records within five miles of the project site (CNDDB, 2020) and no eBird occurrence records for the Mammoth Lakes area (eBird, 2020).
Gulo gulo California wolverine	FPT ST FP G4 S1	Few specific habitat requirements aside from extensive wilderness dominated by coniferous forest of sufficient size to support wide-ranging, solitary individuals. In northern California, wolverine habitat includes Douglas-fir/tanoak (*Lithocarpus densiflorus*) forest. Positively associated with snags, downed logs, large hollow trees, talus, remote undisturbed wilderness or wilderness with minimal motorized access, numerous denning sites, and abundant prey. Capable of traveling long distances within short periods of time.	No	**Not Expected:** Although the project site provides marginal habitat for this species, it is not the extensive/undisturbed wilderness required for this solitary species. Additionally, there are no occurrence records within five miles of the project site (CNDDB, 2020).
Hydromantes platycephalus Mount Lyell salamander	WL G4 S4	This species occurs only in the Sierra Nevada from Placer Co. south to Tulare Co. and an isolated population in Sierra Co. Only active on the surface when free water in the form of seeps, drips, or spray is available. Occurs in massive rock areas in mixed conifer, red fir, lodgepole pine, and subalpine habitats. Elevation range extends from 4,130 to 11,940 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, massive rock areas are not present. Additionally, there are no occurrence records within five miles of the project site (CNDDB, 2020).
Larus californicus California gull	WL G5 S4	Require isolated islands in rivers, reservoirs and natural lakes for nesting, where predations pressures from terrestrial mammals are diminished. Uses both fresh and saline aquatic habitats at variable elevations and degrees of aridity for nesting and for opportunistic foraging.	No	**Low (Foraging):** The project site provides marginal foraging habitat for this species, however; there are no occurrence records within five miles of the project site (CNDDB, 2020). eBird occurrence records show this species was observed within the Mammoth Lakes area in 1991 (eBird, 2020). This species is not expected to nest within the project site due to the lack of isolated islands within rivers.
Lepus townsendii townsendii western white-tailed jackrabbit	SSC G5T5 S3?	Found in sagebrush, subalpine conifer, juniper (*Juniperus* spp.), alpine dwarf shrub and perennial grassland habitats. Open areas with scattered shrubs and exposed flat-topped hills with open stands of trees, brush and herbaceous understory. Found at elevations ranging from 131 to 14,108 feet amsl.	No	**Low:** The project site provides marginal habitat for this species.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Pandion haliaetus osprey	WL G5 S4	Associated strictly with large, fish-bearing waters, primarily in ponderosa pine (*Pinus ponderosa*) through mixed conifer habitats. Uses large trees, snags, and dead-topped trees in open forest habitats for cover and nesting. Requires open, clear waters for foraging and uses rivers, lakes, reservoirs, bays, estuaries, and surf zones.	No	**Low (Nesting):** The project site provides marginal nesting habitat for this species. This species is not expected to forage within the project site due to the lack of open water.
Pekania pennant fisher - West Coast DPS	ST SSC G5T2T3Q S2S3	Uncommon permanent resident of the Sierra Nevada, Cascades, and Klamath Mountains. Also found in a few areas in the North Coast Ranges. Prefers intermediate to large, undisturbed areas and tree stages of coniferous forests and deciduous-riparian areas with high percent canopy closure. Uses cavities, snags, logs and rocky areas for cover and denning. Needs large areas of mature, dense forest.	No	**Not Expected:** Although the project site provides marginal habitat for this species, the habitat is not undisturbed and experiences frequent foot traffic which likely deters this species from occurring.
Rana muscosa southern mountain yellow-legged frog	FE SE WL G1 S1	The species inhabits ponds, lakes, and streams at moderate to high elevations. Usually associated with montane riparian habitats in lodgepole pine, yellow pine, sugar pine (*Pinus lambertiana*), white fir, white bark pine (*Pinus albicaulis*), and wet meadow vegetation types. Occupied alpine lakes usually have margins that are grassy or muddy and inhabit sandy or rocky shores at lower elevations. Streams utilized vary from rocky, high gradient streams with numerous pools, rapids, and small waterfalls to those with marshy edges and sod banks. Species seems to prefer streams of low gradient and slow or moderate flow with very small, shallow streams being less frequently used.	No	**Not Expected:** Suitable pond, lake, and stream habitats are not present within the project site. Additionally, there are no occurrence records within five miles of the project site (CNDDB, 2020).
Rana sierrae Sierra Nevada yellow-legged frog	FE ST WL G1 S1	Inhabits lakes, ponds, meadow streams, isolated pools, and sunny riverbanks in the Sierra Nevada Mountains. Open stream and lake edges with a gentle slope up to a depth of 5-8cm is preferred. Tadpoles may require 2 - 4 years to complete their aquatic development. Found at elevations ranging from 984 to 12,000 feet amsl.	No	**Not Expected:** Suitable pond, lake, and perennial meadow stream habitats are not present within the project site.
Setophaga petechia yellow warbler	SSC G5 S3S4	Present in California from April through September. Nests in riparian areas dominated by willows (*Salix* spp.), cottonwoods (*Populus* spp.), California sycamores (*Platanus racemosa*), or alders (*Alnus* spp.) or in mature chaparral. May also use oaks, conifers, and urban areas near stream courses.	No	**High (Foraging and Nesting):** The project site provides suitable foraging and marginal nesting habitat for this species. This species was observed during the 2007 survey conducted by BonTerra Consulting.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Sorex lyelli Mount Lyell shrew	SSC G3G4 S3S4	High elevation riparian areas in the southern Sierra Nevada. Requires moist soil, lives in grass or under willows. Uses logs, stumps, etc. for cover. Found at elevations ranging from 6,890 to 11,909 feet amsl.	No	**Low:** The project site provides marginal habitat for this species. The only occurrence record for this species (Occurrence Number 3) was recorded approximately one mile southwest of the project site in 1914 (CNDDB, 2020).
Strix nebulosa great gray owl	SE G5 S1	Largest North American owl and rarest owl in California. Prefers to be near water and they breed most commonly near montane meadows in mid-elevation conifer forests with a dense canopy cover. Builds no nest; nests in large, broken-topped snags, usually > 24 inches in diameter at breast height. In the Sierra Nevada Mountain range, it is found at elevations ranging from 4,500 to 7,500 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, the project site is outside of the known elevation range for this species. Additionally, the project site lacks the dense canopy cover and large, broken-topped snags for nesting. There are no eBird occurrence records for this species within the Mammoth Lakes area (eBird, 2020). Further, the only occurrence record for this species (Occurrence Number 21) was recorded approximately one mile southwest of the project site in 1975 (CNDDB, 2020).
Strix occidentalis occidentalis California spotted owl	SSC G3G4T2T3 S3	Yearlong resident that roosts and breeds in forests and woodlands with large, old growth trees and snags, dense canopies (≥ 70% canopy closure), multiple canopy layers, and downed woody debris. Species is considered a habitat specialist; large, old trees are the key component as they provide nest sites and cover from inclement weather and add structure to the forest canopy and woody debris to the forest floor.	No	**Not Expected:** Although the project site provides marginal habitat for this species, it does not have multiple canopy layers and large old growth trees for nesting. Additionally, there are no occurrence records within five miles of the project site (CNDDB, 2020) and no eBird occurrence records for the Mammoth Lakes area (eBird, 2020).
Vulpes vulpes necator Sierra Nevada red fox	FC ST G5T1T2 S1	Historically found from the Cascades down to the Sierra Nevada. Found in a variety of habitats from wet meadows to forested areas. Use dense vegetation and rocky areas for cover and den sites. Prefer forests interspersed with meadows or alpine fell-fields. Found at elevations ranging from 3,937 to 11,811 feet amsl.	No	**Low:** The project site provides marginal habitat for this species, however; there are no occurrence records within five miles of the project site (CNDDB, 2020).

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
SPECIAL-STATUS PLANT SPECIES				
Arabis repanda* var. *greenei Greene's rockcress	3.3 G5T3Q S3	Perennial herb. Found in subalpine coniferous forest and upper montane coniferous forest habitats on granitic, talus, rocky or sandy soils. Blooms June through August. Grows in elevations ranging from of 7,693 to 11,811 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Astragalus kentrophyta* var. *danaus Sweetwater Mountains milk-vetch	4.3 G5T4 S4	Perennial herb. Occurs in alpine boulder and rock field and subalpine coniferous forest habitats on rocky talus. Blooms July through September. Found at elevations ranging from 9,842 to 12,008 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Astragalus monoensis mono milk-vetch	Rare 1B.2 G2 S2	Perennial herb. Occurs in Great Basin scrub and upper montane coniferous forest habitats on pumice, gravelly, or sandy soils. Blooms July through August. Found at elevations ranging from 6,923 to 11,007 feet amsl.	No	**Not Expected:** Open pumice flat habitat not present within project site. In addition, this species was not observed during previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Atriplex pusilla smooth saltbush	2B.1 G4 SH	Annual herb. Found in Great Basin scrub and meadow and seep (hot springs) habitats. Blooms June through September. Found at elevations ranging from 4,265 to 6,561 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Boechera cobrensis masonic rockcress	2B.3 G5 S3	Perennial herb. Occurs on sandy soils within Great Basin scrub and Pinyon and juniper woodland habitats. Blooms June through July. Found at elevations ranging from 4,511 to 10,187 feet amsl.	No	**Not Expected:** The project site does not provide the suitable habitat preferred by this species.
Boechera pinzliae Pinzl's rockcress	1B.3 G2 S1	Perennial herb. Found in alpine, alpine boulder and rock field, subalpine coniferous forest in steep, unstable scree and sand. Blooms in July. Found at elevations ranging from 9,842 to 10,990 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Boechera tularensis Tulare rockcress	1B.3 G3 S3	Perennial herb. Found on rocky slopes, sometimes roadside, within subalpine coniferous forest and upper montane coniferous forest habitats. Blooms (May) June through July (August). Found at elevations ranging from 5,987 to 10,991 feet amsl.		**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Botrychium crenulatum scalloped moonwort	2B.2 G4 S3	Perennial rhizomatous herb. Habitats include bogs and fens, lower montane coniferous forest, meadows and seeps, freshwater marshes and swamps, and upper montane coniferous forest. Blooms June through September. Found at elevations ranging from 4,160 to 10,761 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Bruchia bolanderi Bolander's bruchia	4.2 G3G4 S3	Moss. Occurs on damp soil within lower montane coniferous forest, meadow and seep, and upper montane coniferous forest habitats. Found at elevations ranging from 5,577 to 9,186 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Carex geyeri Geyer's sedge	4.2 G5 S4	Perennial rhizomatous herb. Found in Great Basin scrub and lower montane coniferous forest habitats. Blooms May through August. Found at elevations ranging from 3,789 to 7,201 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Carex incurviformis Mt. Dana sedge	4.3 G5 S4	Perennial rhizomatous herb. Habitats include alpine bounder and rock field. Blooms July through August. Found at elevations ranging from 12,139 to 13,320 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Carex petasata Liddon's sedge	2B.3 G5 S3	Perennial herb. Habitats include broadleaved upland forest, lower montane coniferous forest, meadow and seep, and Pinyon and juniper woodlands. Blooms May through July. Found at elevations ranging from 1,969 to 10,892 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Cinna bolanderi Bolander's woodreed	1B.2 G2G3 S2S3	Perennial herb. Habitats include meadows and seeps and upper montane coniferous forest, often mesic. Blooms July through September. Found at elevations ranging from 5,479 to 8,005 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Claytonia megarhiza fell-fields claytonia	2B.3 G5 S2	Perennial herb. Found in crevices between rocks within alpine boulder and rock field and subalpine coniferous forest (rocky or gravelly) habitats. Blooms July through September. Found at elevations ranging from 8,530 to 11,588 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Crepis runcinata fiddleleaf hawksbeard	2B.2 G5 S3	Perennial herb. Found on mesic and alkaline soils within Mojavean desert scrub and Pinon and juniper woodland habitats. Blooms May through August. Found at elevations ranging from 4,101 to 6,480 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Cryptantha glomeriflora clustered-flower cryptantha	4.3 G4Q S4	Annual herb. Found on granitic or volcanic, sandy soils in Great Basin scrub, meadows and seeps, subalpine coniferous forest, and upper montane coniferous forest habitats. Blooms June through September. Found at elevations ranging from 5,905 to 12,303 feet amsl.		**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Draba cana canescent draba	2B.3 G5 S2	Perennial herb. Occurs in alpine boulder and rock field, meadows and seeps, and subalpine coniferous forest on carbonate soils. Blooms in July. Found at elevations ranging from 9,842 to 11,500 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Draba lonchocarpa spear-fruited draba	2B.3 G5 S1	Perennial herb. Occurs on carbonate and scree within alpine boulder and rock field habitats. Blooms June through July. Found at elevations ranging from 9,843 to 10,810 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Draba praealta tall draba	2B.3 G5 S3	Perennial herb. Found in meadows and seeps on mesic soils. Blooms July through August. Found at elevations ranging from 8,202 to 11,204 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Epilobium howellii subalpine fireweed	4.3 G4 S4	Perennial stoloniferous herb. Occurs on mesic soils within meadows and seeps and subalpine coniferous forest. Blooms July through August. Found at elevations ranging from of 6,561 to 10,239 feet amsl.	No	**Low:** The project site provides marginal habitat for this species. This species was documented two miles southwest of project site (Occurrence Number 7) at an unknown date near Twin Lakes (CNDDB, 2005). This species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Ericameria nana dwarf goldenbush	4.3 G5 S4	Perennial shrub. Occurs on rocky, carbonate or granitic soils within pinyon and juniper woodland. Blooms July through November. Found at elevations ranging from 4,806 to 9,186 feet amsl.	No	**Not Expected:** Suitable habitat and soils preferred by this species are not present within the project site. In addition, there are no occurrence records within five miles of the project site (CNDDB, 2020).
Eriogonum microthecum* var. *alpinum alpine slender buckwheat	4.3 G5T3 S3	Perennial herb. Sometimes occurs on rocky or gravelly soils in alpine dwarf scrub and Great Basin scrub. Blooms July and September. Found at elevations ranging from 8,202 to 10,826 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Erythranthe laciniata cut-leaved monkeyflower	4.3 G4 S4	Annual herb. Found on mesic, granitic soils within lower montane coniferous forest and upper montane coniferous forest habitats. Blooms April through July. Found at elevations ranging from 1,608 to 8,694 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Fritillaria pinetorum pine fritillary	4.3 G4 S4	Perennial bulbiferous herb. Associated with granitic and metamorphic soils within chaparral, lower montane coniferous forest, upper montane coniferous forest, subalpine coniferous forest, pinyon and juniper woodland. Bloom May through July (September). Found at elevations ranging from 5,692 to 10,826 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Hulsea brevifolia short-leaved hulsea	1B.2 G3 S3	Perennial herb. Occurs on granitic or volcanic, gravelly or sandy soils within lower montane coniferous forest and upper montane coniferous forest habitats. Blooms May through August. Found at elevations ranging from 4,921 to 10,500 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Hulsea vestita* ssp. *parryi Parry's sunflower	4.3 G5T4 S4	Perennial herb. Grows on granitic or carbonate, rocky openings within lower montane coniferous forest, pinyon and juniper woodland and upper montane coniferous forest habitats. Found at elevations ranging from 4,495 to 9,498 feet amsl. Blooms April through August.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Kobresia myosuroides seep kobresia	2B.2 G5 S2	Perennial rhizomatous herb. Occurs in alpine boulder and rock fields (mesic), meadows and seeps (carbonate), and subalpine coniferous forest habitats. Blooms June and August. Found at elevations ranging from 4,888 to 10,646 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Lupinus duranii Mono Lake lupine	1B.2 G2 S2	Perennial herb. Occurs on volcanic pumice, gravelly soils in Great Basin scrub, subalpine coniferous forest, and upper montane coniferous forest habitats. Blooms May through August. Found at elevations ranging from 6,562 to 9,843 feet amsl.	No	**Not Expected:** Suitable volcanic pumice soils preferred by this species are not present within the project site. In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Meesia longiseta long seta hump moss	2B.3 G5 S1	Moss. Occurs on carbonate soils within bogs and fens, meadows and seeps, and upper montane coniferous forest habitats. Found at elevations ranging from 5,741 to 9,990 feet amsl.		**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Phacelia inyoensis Inyo phacelia	1B.2 G2 S2	Annual herb. Found in alkaline meadows and seeps. Blooms April through August. Found at elevations ranging from 3,002 to 10,500 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Potamogeton praelongus white-stemmed pondweed	2B.3 G5 S2	Perennial rhizomatous herb (aquatic). Found in marshes and swamps (deep water, lakes). Blooms July through August. Found at elevations ranging from 5,906 to 9,846 feet amsl.	No	**Not Expected:** Aquatic habitat preferred by this species is not present within the project site. In addition, there are no occurrence records within five miles of the project site (CNDDB, 2020) and this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Potamogeton robbinsii Robbins' pondweed	2B.3 G5 S3	Perennial rhizomatous herb (aquatic). Found in marshes and swamps (deep water, lakes). Blooms July through August. Found at elevations ranging from 5,020 to 10,827 feet amsl.	No	**Not Expected:** Aquatic habitat preferred by this species is not present within the project site. In addition, there are no occurrence records within five miles of the project site (CNDDB, 2020) and this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Puccinellia simplex California alkali grass	1B.2 G3 S2	Annual herb. Found on alkaline soils within chenopod scrub, meadows and seeps, valley and foothill grassland, and vernal pool habitat. Blooms March through May. Found at elevations ranging from 7 to 3,051 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Salix brachycarpa* var. *brachycarpa short-fruited willow	2B.3 G5T5 S2	Perennial deciduous shrub. Occurs on carbonate soils within alpine dwarf scrub, limestone, meadows and seeps, and subalpine coniferous forest habitats. Blooms June through July. Found at elevations ranging from 9,843 to 11,483 feet amsl.	No	**Not Expected:** The project site is outside of the known elevation range for this species.
Sedum pinetorum Pine City sedum	3 GUGHQ SUSH	Perennial herb. Likely found on rocky volcanic slopes within alpine boulder and rock field (possibly) and subalpine coniferous forest (possibly), habitats. Blooms in July. This species does not have an elevation range.	No	**Not Expected:** Although the project site provides marginal habitat for this species, there are no occurrence records within five miles of the project site (CNDDB, 2020). In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
Triglochin palustris marsh arrow-grass	2B.3 G5 S2	Perennial rhizomatous herb. Occurs on mesic soils within meadows and seeps, marshes and swamps (freshwater), and subalpine coniferous forest habitats. Blooms July through August. Found at elevations ranging from 7,497 to 12,139 feet amsl.	No	**Not Expected:** Although the project site provides marginal habitat for this species, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.

Table C-1: Potentially Occurring Special-Status Biological Resources

Scientific Name Common Name	**Special-Status Rank***	**Habitat Preferences and Distribution Affinities**	**Observed On-site**	**Potential to Occur**
Viola purpurea* ssp. *aurea golden violet	2B.2 G5T2 S2	Perennial herb. Occurs on sandy soils in Great Basin scrub and pinyon-juniper woodland habitats. Blooms April through June. Found at elevations ranging from 3,280 to 8,200 feet amsl.	No	**Not Expected:** Suitable habitats preferred by this species are not present within the project site. In addition, this species was not observed during the 2020 field survey and previous surveys conducted by M. Bagley in 1998 and BonTerra Consulting in 2007.
SPECIAL-STATUS VEGETATION COMMUNITIES				
CNDDB/Holland (1986) Mono Pumice Flats **MCV (1995)** Parry Rabbitbrush Series **NVCS (2009)** *Ericameria parryi* Shrubland Alliance	G4 S3	Occurs at elevations ranging from 2,296 to 12,139 feet amsl on alluvial fans, pumice flats, bajadas, and pediments. Soils are well drained and gravelly or rocky. Parry's rabbitbrush (*Ericameria parryi*) is dominate in the shrub canopy with common sagebrush (*Artemisia tridentata*), green rabbitbrush (*Chrysothamnus viscidiflorus*), *Ephedra* spp., winter fat (*Krascheninnikovia lanata*) and antelope bush (*Purshia tridentata*). Emergent juniper or pine trees may be present at low cover. Shrubs are < 3 feet, canopy is continuous to open. Herbaceous layer is sparse or grassy.	No	**Absent:** This vegetation community does not occur within or adjacent to the project site.

* **U.S. Fish and Wildlife Service (USFWS)**

FE Endangered – any species which is in danger of extinction throughout all or a significant portion of its range.

FT Threatened – any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

FPT Federally proposed for listing as Threatened – The classification provided to an animal or plant that is proposed for federal listing as Threatened in the Federal Register under Section 4 of the Endangered Species Act.

FC Federal candidate species – The classification provided to an animal or plant that has been studied by the United States Fish and Wildlife Service, and the Service has concluded that it should be proposed for addition to the Federal Endangered and Threatened species list.

California Department of Fish and Wildlife (CDFW)

SE Endangered – any native species or subspecies of bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.

ST Threatened – any native species or subspecies of bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required under the California Endangered Species Act.

Rare The classification provided to a native plant species, subspecies, or variety when, although not presently threatened with extinction, it is in such small numbers throughout its range that it may become endangered if its present environment worsens. This designation stems from the Native Plant Protection Act of 1977.

FP Fully Protected – any native species or subspecies of bird, mammal, fish, amphibian, or reptile that were determined by the State of California to be rare or face possible extinction.

SSC Species of Special Concern – any species, subspecies, or distinct population of fish, amphibian, reptile, bird, or mammal native to California that currently satisfies one or more of the following criteria:

- is extirpated from California or, in the case of birds, in its primary seasonal or breeding role;
- is listed as Federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed.
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not

reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; or

- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

WL Watch List - taxa that were previously designated as "Species of Special Concern" but no longer merit that status, or which do not yet meet SSC criteria, but for which there is concern and a need for additional information to clarify status.

California Native Plant Society (CNPS) California Rare Plant Rank

1B Plants rare, threatened, or endangered in California and elsewhere.

2B Plants rare, threatened, or endangered in California but more common elsewhere.

3 Plants about which more information is needed – Review List.

4 Plants of limited distribution – Watch List.

Threat Ranks

.1 Seriously threatened in California (over 80% of occurrences threatened/high degree any immediacy of threat).

.2 Moderately threatened in California (20 to 80 percent of occurrences threatened/moderate degree and immediacy of threat).

.3 Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known).

NatureServe Conservation Status Rank

The Global Rank (G#) reflects the overall condition and imperilment of a species throughout its global range. The Infraspecific Taxon Rank (T#) reflects the global situation of just the subspecies or variety. The State Rank (S#) reflects the condition and imperilment of an element throughout its range within California. (G#Q) reflects that the element is very rare but there are taxonomic questions associated with it; the calculated G rank is qualified by adding a Q after the G#). Adding a ? to a rank expresses uncertainty about the rank.

G1/T1 Critically Imperiled – At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/T2 Imperiled— At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/T3 Vulnerable— At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/T4 Apparently Secure— Uncommon but not rare; some cause for long-term concern due to declines or other factors.

G5/T5 Secure – Common; widespread and abundant.

S1 Critically Imperiled – Critically imperiled in the state because of extreme rarity (often 5 or fewer occurrences) or because of some factor(s) such as very steep declines making it especially vulnerable to extirpation from the State.

S2 Imperiled – Imperiled in the State because of rarity due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors making it very vulnerable to extirpation from the nation or State.

S3 Vulnerable – Vulnerable in the State due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation.

S4 Apparently Secure – Uncommon but not rare; some cause for long-term concern due to declines or other factors.

THE PARCEL

TOWN OF MAMMOTH LAKES, CALIFORNIA

Delineation of State and Federal Jurisdictional Waters

Prepared For:

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June 2020
JN 178630

THE PARCEL

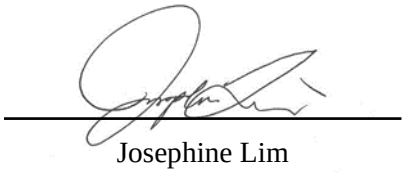
TOWN OF MAMMOTH LAKES, CALIFORNIA

Delineation of State and Federal Jurisdictional Waters

The undersigned certify that this report is a complete and accurate account of the findings and conclusions of jurisdictional wetland and non-wetland "waters of the U.S.," "waters of the State," and streambed/banks and associated riparian vegetation delineation for the above-referenced project.



Tim Tidwell
Regulatory Specialist
Natural Resources and Regulatory Permitting



Josephine Lim
Regulatory Specialist
Natural Resources and Regulatory Permitting

June 2020
JN 178630

Executive Summary

On behalf of the Town of Mammoth Lakes, Michael Baker International (Michael Baker) has prepared this Delineation of State and Federal Jurisdictional Waters Report for The Parcel (project or project site), located in the Town of Mammoth Lakes, Mono County, California.

This report was prepared to document all aquatic and other hydrological features identified by Michael Baker within the project site that are potentially subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps) pursuant to Section 404 of the Federal Clean Water Act (CWA), the Regional Water Quality Control Board (Regional Board) pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act), and the California Department of Fish and Wildlife (CDFW) pursuant to Sections 1600 *et seq.* of the California Fish and Game Code (CFGC).

State jurisdictional features observed within the project site consisted of unnamed drainages (Drainage 1, Drainage 2, and Drainage 3). Regional Board jurisdiction totaled 1.19 acre (0.13 acre non-wetland waters and 1.06 acre wetland waters of the State) and 1,382 linear feet. CDFW jurisdictional area totaled 1.19 acre of vegetated streambed and 1,373 linear feet. No Corps jurisdictional area was documented within the project site. Table ES-1 below provides a breakdown of total acreages of jurisdictional features within the project site as they relate to each regulatory agency. Delineation methods followed the most recent, acceptable guidelines for conducting a jurisdictional delineation in this region. However, only the regulatory agencies can make a final determination of jurisdictional limits.

ES-1: Summary of Jurisdictional Areas Within the Project Site

Jurisdictional Feature	Regional Board		CDFW
	Non-wetland Waters of the State	Wetland Waters of the State	Jurisdictional Streambed
	Acreage (Linear Feet)	Acreage	Acreage (Linear Feet)
Drainage 1	0.11 (1,083)	1.06	1.17 (1,074)
Drainage 2	0.015 (242)	-	0.017 (242)
Drainage 3	0.004 (57)	-	0.008 (57)
TOTAL*	**0.13 (1,382)**	**-**	**1.19 (1,373)**

*Total may not equal sum due to rounding.

Based on a detailed review of current site conditions and project design plans, the following regulatory permits/authorizations would be required prior to construction within the identified jurisdictional areas:

1. Approved Jurisdictional Determination (AJD) from the Corps to receive concurrence that on-site features do not qualify as waters of the U.S. (WoUS);

2. Regional Board Waste Discharge Requirements (WDR) would be required for discharges into surface waters of the State pursuant to the Porter-Cologne Act; and

3. CDFW Section 1602 Lake or Streambed Alteration Agreement (or other approval in-lieu of a formal agreement such as an Operation-by-Law letter) for alteration to streambed/banks and/or associated riparian vegetation.

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ACRONYMS AND ABBREVIATIONS

amsl	above mean sea level
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
Corps	U.S. Army Corps of Engineers
Corps Manual	*1987 Corps Wetland Delineation Manual*
CWA	Federal Clean Water Act
EPA	Environmental Protection Agency
FAC	Facultative
FACU	Facultative Upland
FACW	Facultative Wetland
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
LSAA	Lake or Streambed Alteration Agreement
Michael Baker	Michael Baker International
OAL	Office of Administrative Law
OBL	Obligate Wetland
OHWM	ordinary high-water mark
Porter-Cologne Act	California Porter-Cologne Water Quality Control Act
Procedures	State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State
project	The Parcel
Rapanos	*Rapanos v. United States*
Regional Board	Regional Water Quality Control Board
Regional Supplement	*Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region, Version 2.0*
RPW	Relatively Permanent Waters
SWANCC	*Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers*
TNW	Traditional Navigable Waters
UPL	Obligate Upland
USDA	U.S. Department of Agriculture, Natural Resources Conservation Service
USGS	U.S. Geological Survey
USFWS	U.S. Fish and Wildlife Service
WoUS	waters of the U.S.
WQC	Water Quality Certification

Section 1 Introduction

On behalf of the Town of Mammoth Lakes, Michael Baker International (Michael Baker) has prepared this Delineation of State and Federal Jurisdictional Waters Report to describe, map, and quantify aquatic and other hydrological features located within the project site for the proposed Parcel project (project or project site).

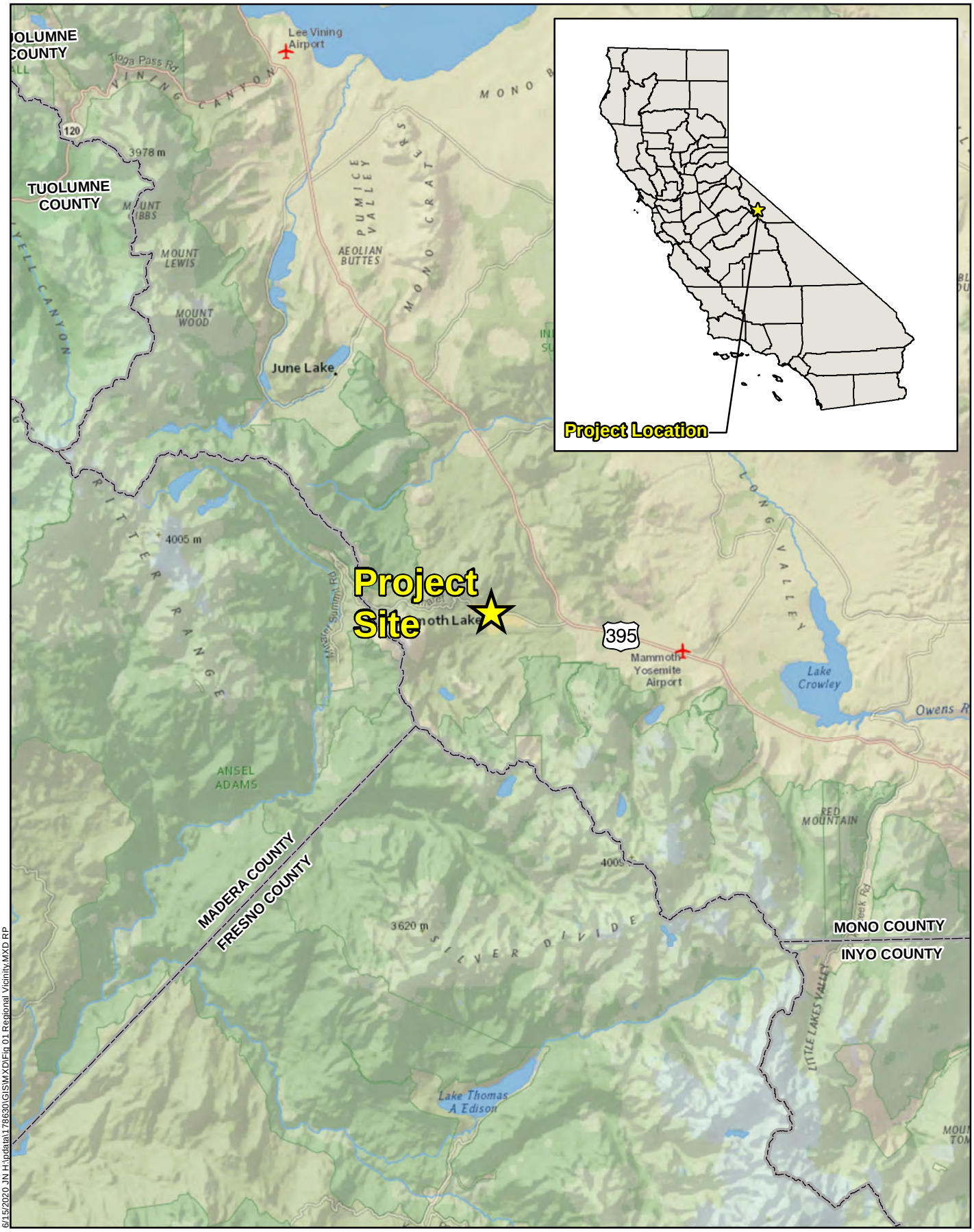
This report describes the regulatory setting, methodologies, and results of the jurisdictional delineation, including recommendations for any proposed impacts to previously documented or potential jurisdictional resources. This report presents Michael Baker's best professional effort at determining the jurisdictional boundaries using the most up-to-date regulations, written policy, and guidance from the regulatory agencies; however, only the regulatory agencies can make a final determination of jurisdictional limits.

1.1 PROJECT LOCATION

The project site is located south of California State Route 203 (SR-203) and west of U.S. Route 395 (U.S. 395) in the northeastern portion of the Town of Mammoth Lakes within Mono County, California (Figure 1, *Regional Vicinity*). The project site is depicted within Section 35, Township 3 South, and Range 27 East, of the U.S. Geological Survey's (USGS) *Old Mammoth, California* 7.5-minute topographic quadrangle (Figure 2, *Project Vicinity*). Specifically, the project site is located north of Meridian Boulevard, east of Manzanita Road, south of State Route 203, and west of Old Mammoth Road on Assessor's Parcel Numbers 035-010-020-000 and 035-100-003-000 (refer to Figure 3, *Project Site*).

1.2 PROJECT DESCRIPTION

The proposed project is located on two vacant parcels located adjacent to the Town of Mammoth Lakes Downtown zoning district and several residential zoning districts. Currently, the project area is zoned for affordable housing. This delineation of jurisdictional waters report has been prepared for the Town of Mammoth Lakes as part of the due diligence process to assess the subject property's suitability for the future development.



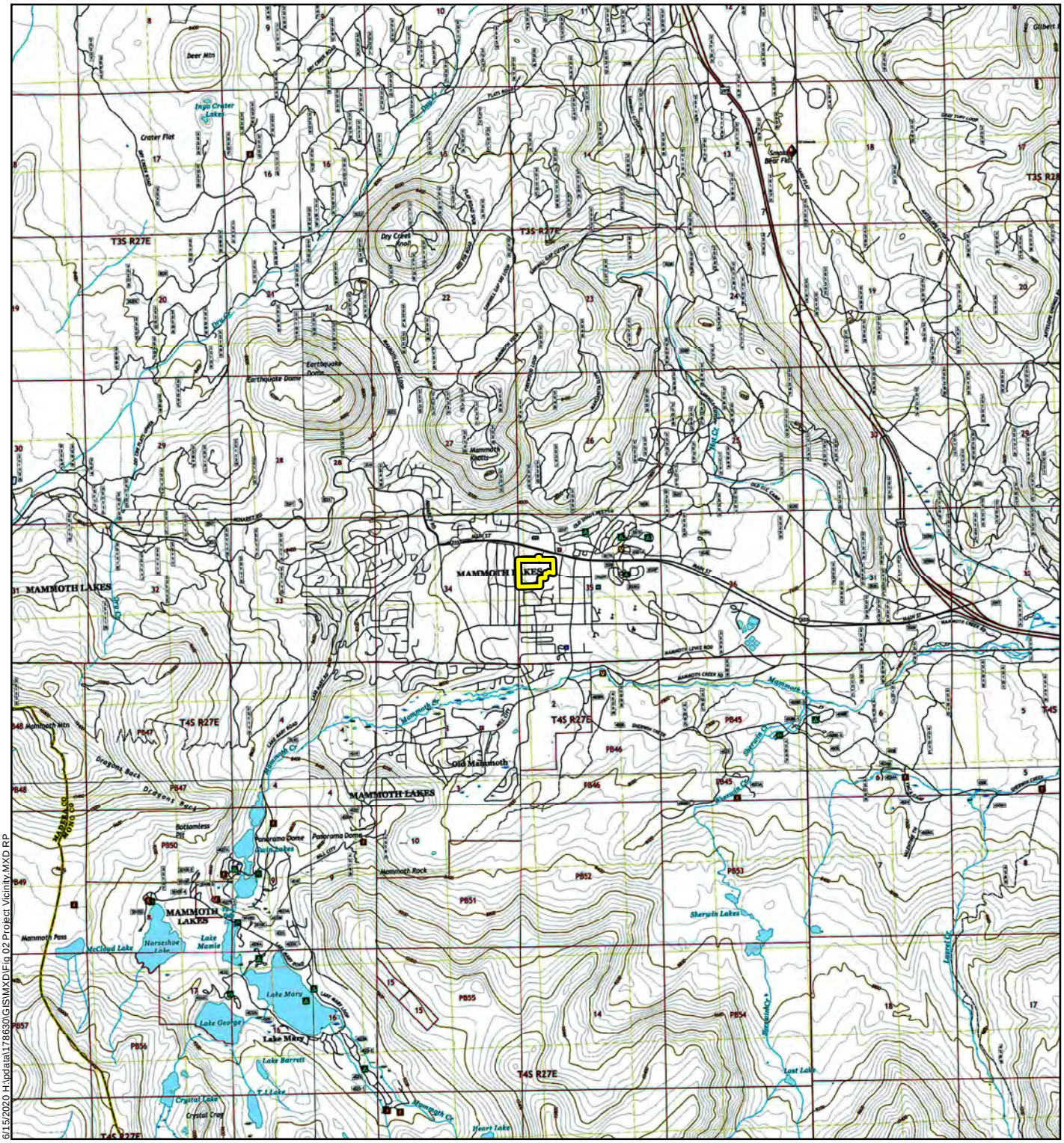
6/15/2020 JN H:\pdata\178630\GIS\MXD\Fig 01 Regional Vicinity.MXD RP

Source: ArcGIS Online, 2018

THE PARCEL
DELINEATION OF STATE AND FEDERAL JURISDICTIONAL RESOURCES

Regional Vicinity

Figure 1



6/15/2020 H:\pdata\178630\GIS\MXD\Fig 02 Project Vicinity.MXD RP

Legend

Project Site

THE PARCEL
DELINEATION OF STATE AND FEDERAL JURISDICTIONAL RESOURCES

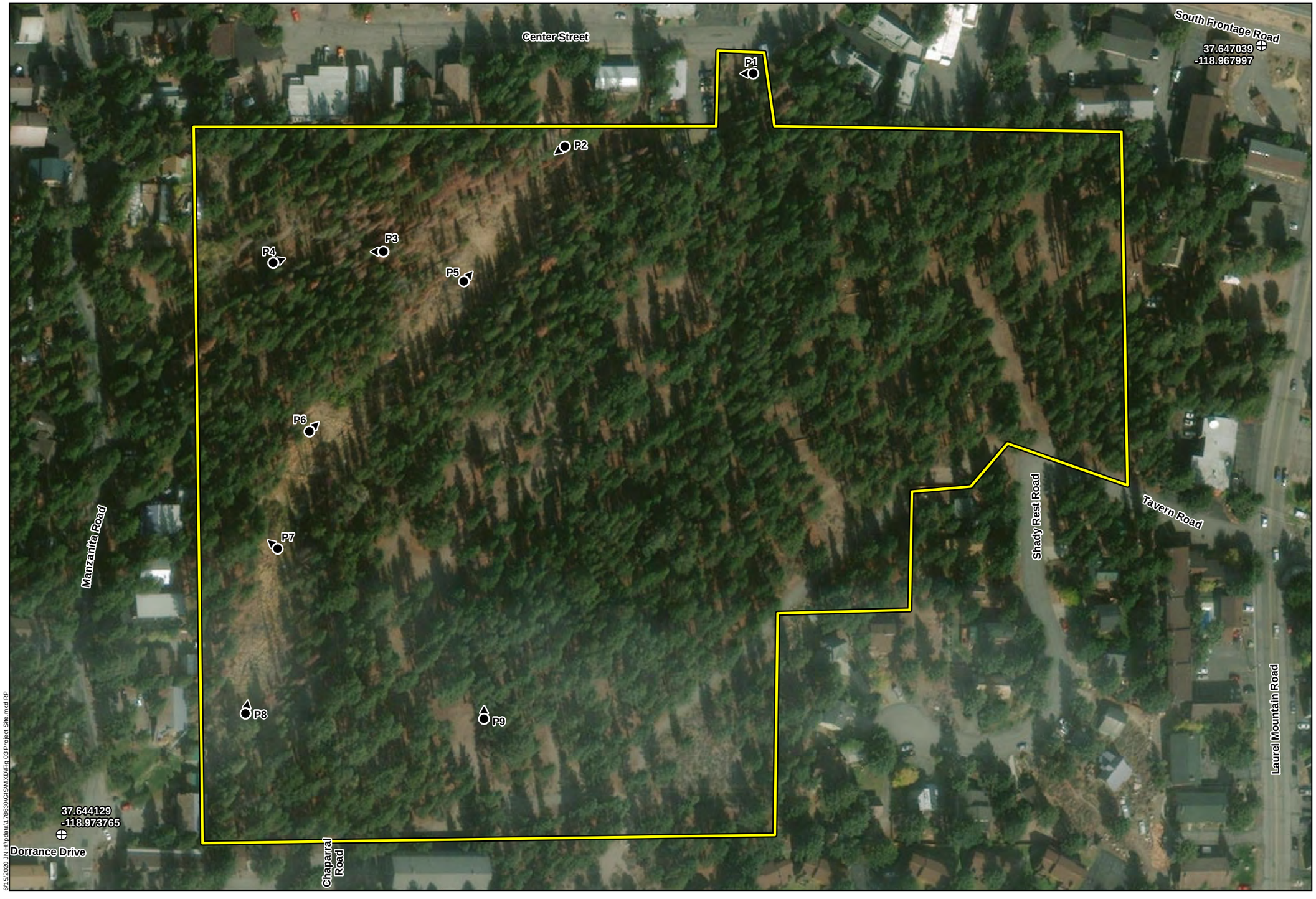
Project Vicinity

Michael Baker INTERNATIONAL

0 0.5 1 Miles

Source: USGS 7.5-Minute topographic quadrangle maps: *Bloody Mountain, Crystal Crag, Mammoth Mountain, and Old Mammoth Mountain (2018)*

Figure 2



Legend

- Project Site
- Photograph Point and Direction
- Reference Point

0 65 130 Feet

Michael Baker INTERNATIONAL

Source: Esri, 2015

THE PARCEL
DELINEATION OF STATE AND FEDERAL JURISDICTIONAL RESOURCEST

Project Site

Figure 3

Section 2 Regulations

Three agencies regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (Corps) Regulatory Division regulates activities pursuant to Section 404 of the Federal Clean Water Act (CWA). Of the State agencies, the California Department of Fish and Wildlife (CDFW) regulates activities under Sections 1600 *et seq.* of the California Fish and Game Code (CFGC), and the Regional Water Quality Control Board (Regional Board) regulates activities pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

2.1 U.S. ARMY CORPS OF ENGINEERS

Since 1972, the Corps and U.S. Environmental Protection Agency (EPA) jointly regulate discharges of dredged or fill material into "waters of the U.S." (WoUS), including wetland and non-wetland aquatic features, pursuant to Section 404 of the CWA. Section 404 is founded on the findings of a significant nexus (or connection) between the aquatic or other hydrological feature in question and interstate commerce via Relatively Permanent Waters (RPW), and ultimately Traditional Navigable Waters (TNW), through direct or indirect connection as defined by Corps regulations. However, the limits to which this is applied have changed over time.

SWANCC and Rapanos

In 1984, the Migratory Bird Rule enabled the Corps to expand jurisdiction over isolated waters, and in 1985, the U.S. Supreme Court upheld the inclusion of adjacent wetlands in the regulatory definition of WoUS. However, in 2001, the Corps' jurisdiction was narrowly limited following the *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC) in which the U.S. Supreme Court held that the use of "isolated" non-navigable intrastate ponds by migratory birds was not, by itself, sufficient basis for the exercise of Federal regulatory authority under the CWA. In 2006, a majority of the U.S. Supreme Court overturned two Sixth Circuit Court of Appeals decisions in the consolidated cases of *Rapanos v. United States* and *Carabell v. United States* (collectively referred to as Rapanos), concluding that wetlands isolated by surface connection are WoUS nonetheless if they significantly affect the chemical, physical, and biological integrity of other covered waters.

Clean Water Rule

In 2015, the Corps and EPA published the "Clean Water Rule" clarifying the scope of coverage of the CWA. Upon issuance however, numerous lawsuits were filed and consolidated in the Sixth Circuit, immediately putting a "stay" on its implementation. In January 2018, the U.S. Supreme Court ruled that the Sixth Circuit did not have jurisdiction over the case, and in February 2018, dismissed it and dissolved the stay. Also, in February 2018, the Corps and EPA suspended the rule for two years. However, in August 2018, a Federal judge found that the suspension failed to give an adequate public notice and therefore

violated the Administrative Procedure Act. The 2015 Clean Water Rule remained in effect in 22 states, including California, the District of Columbia, and the U.S. territories until the December 23, 2019.

On October 22, 2019, the EPA and the Corps published a final rule to repeal the 2015 Clean Water Rule and restore the regulatory methodology that existed prior to the 2015 Rule. The final rule became effective on December 23, 2019.

Waters of the U.S.

Currently, jurisdictional WoUS are defined by the 1986/1988 regulatory definition of WoUS under CWA regulations 40 CFR 230.3(s) as follows:

1. All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;

2. All interstate waters including interstate wetlands;

3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:

a. Which are or could be used by interstate or foreign travelers for recreational or other purposes; or

b. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or

c. Which are used or could be used for industrial purposes by industries in interstate commerce;

4. All impoundments of waters otherwise defined as WoUS under this definition;

5. Tributaries of waters identified in (1) through (4) of this section;

6. The territorial seas;

7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in (1) through (6) of this section; waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not waters of the United States.

Navigable Waters Protection Rule

On January 23, 2020, the EPA and the Corps finalized the Navigable Waters Protection Rule to define WoUS. On April 21, 2020, the EPA and the Corps published the Navigable Waters Protection Rule in the

Federal Register. If there are no legal challenges of the definition of WoUS under the Navigable Waters Protection Rule, the rule will become effective on June 22, 2020, 60 days after publication in the Federal Register.

Once the Navigable Waters Protection Rule is in effect, waters considered jurisdictional WoUS will be outlined in four categories as follows, 1) Territorial Seas and TNWs, 2) Tributaries, 3) Lakes, Ponds, and Impoundments of Jurisdictional Waters, and 4) Adjacent Wetlands. The final rule also details 12 categories of exclusions, features that are not "waters of the United States," such as features that only contain water in direct response to rainfall (e.g., ephemeral features); groundwater; many ditches; prior converted cropland; and waste treatment systems.

2.2 REGIONAL WATER QUALITY CONTROL BOARD

Applicants for a Federal license or permit for activities that may discharge to WoUS must seek a Water Quality Certification (WQC) from the State or Indian tribe with jurisdiction[1]. In California, there are nine (9) Regional Boards that issue or deny Certification for discharges within their geographical jurisdiction. Such Certification is based on a finding that the discharge will meet water quality standards, which are defined as numeric and narrative objectives in each Regional Board's Basin Plan, and other applicable requirements. The State Water Resources Control Board has this responsibility for projects affecting waters within multiple Regional Boards. The Regional Board's jurisdiction extends to all WoUS, including wetlands, and to waters of the State (described below).

The Porter-Cologne Act gives the State very broad authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. The Porter-Cologne Act has become an important tool for the regulatory environment following the SWANCC[2] and Rapanos[3] court cases, with respect to the state's authority over isolated and otherwise insignificant waters. Generally, in the event that there is no nexus to an RPW or TNW, any person proposing to discharge waste into waters of the State that could affect its water quality must file a Report of Waste Discharge. Although "waste" is partially defined as any waste substance associated with human habitation, the Regional Board also interprets this to include fill discharged into water bodies.

On April 2, 2019 the State Water Resources Control Board adopted a State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures), for inclusion in the forthcoming Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California. The Procedures consist of four major elements: 1) a wetland definition; 2) a framework for determining if a feature that meets the wetland definition is a water of the state; 3) wetland delineation procedures; and 4) procedures for the submittal, review and approval of applications for Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities. The Procedures were

1 Title 33, United States Code, Section 1341; Clean Water Act Section.
2 *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers*, 531 U.S. 159 (2001).
3 *Rapanos v. United States*, 547 U.S. 715 (2006).

approved by the Office of Administrative Law (OAL) on August 28, 2019 and became effective on May 28, 2020.

2.3 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

Sections 1600 *et seq.* of the CFGC establishes a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely affect fish and wildlife resources, or when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

Section 1602 of the CFGC requires any person, State, or local governmental agency or public utility to notify CDFW before beginning any activity that will do one or more of the following:

(1) substantially obstruct or divert the natural flow of a river, stream, or lake;

(2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or

(3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

This applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State, including the maintenance of existing drain culverts, outfalls, and other structures. To avoid the need for a Lake or Streambed Alteration Agreement (LSAA) from CDFW, all proposed impacts should remain outside of the top of active banks and the canopy/dripline of any associated riparian vegetation, whichever is greater.

Section 3 Methodology

The analysis presented in this report is supported by a site reconnaissance and verification of site conditions conducted on May 21, 2020 by certified wetland delineators Josephine Lim and Tim Tidwell. A field delineation was conducted to determine the jurisdictional limits of WoUS and waters of the State (including potential wetlands), located within the boundaries of the project site. While in the field, jurisdictional features were recorded on an aerial base map at a scale of 1" = 150' using topographic contours and visible landmarks as guidelines. Data points were obtained with a Garmin Map62 Global Positioning System receiver to record and identify specific widths for OHWM indicators and the locations of photographs, soil points, and other pertinent jurisdictional features, if present. These data were then transferred as a .shp file and added to the report's jurisdictional figures. The jurisdictional figures were prepared using ESRI ArcMap Version 10 software.

3.1 WATERS OF THE U.S. AND WATERS OF THE STATE

The limits of the Corps' jurisdiction in non-tidal waters extend to the OHWM, which is defined as "*...that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.*"[4] An OHWM can be determined by the observation of a natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; presence of litter and debris; wracking; vegetation matted down, bent, or absent; sediment sorting; leaf litter disturbed or washed away; scour; deposition; multiple observed flow events; bed and banks; water staining; and/or change in plant community. The Regional Board generally shares the Corps jurisdictional methodology, unless SWANCC or Rapanos conditions are present. In the latter case, the Regional Board considers such drainages to be jurisdictional waters of the State. The CDFW's jurisdiction extends to the top of bank of the streambed or to the limit (outer dripline) of the adjacent riparian vegetation.

3.2 WETLANDS

For this project location, jurisdictional wetlands were delineated using the methods outlined in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region, Version 2.0* (Regional Supplement; Corps, 2010). This document is part of a series of regional supplements to the *1987 Corps Wetland Delineation Manual* (Corps Manual). According to the Corps Manual, identification of wetlands is based on a three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology. In order to be considered a wetland, an area must exhibit at least minimal characteristics within these three (3) parameters. The Regional Supplement presents wetland indicators, delineation guidance, and other information that is specific to the Western Mountains, Valleys, and Coast Region. In the field, vegetation, soils, and evidence of hydrology have been

[4] CWA regulations 33 CFR §328.3(e).

examined using the methodology listed below and documented on Corps wetland determination data forms, when applicable. It should be noted that both the Regional Board and the CDFW jurisdictional wetlands encompass those of the Corps.

The Procedures adopted by the State Water Resources Control Board on April 2, 2019, contain a wetland definition and wetland delineation procedures. The State wetland definition and delineation procedures are largely consistent with the three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology implemented by the Corps and outlined in the 2010 Regional supplement to the Corps Manual. However, one exception is an area can lack vegetation and still qualify as a wetland water of the State if satisfy the hydric soil and wetland hydrology parameters are fulfilled.

3.2.1 VEGETATION

Nearly 5,000 plant types in the United States may occur in wetlands. These plants, often referred to as hydrophytic vegetation, are listed in regional publications by the U.S. Fish and Wildlife Service (USFWS). In general, hydrophytic vegetation is present when the plant community is dominated by species that can tolerate prolonged inundation or soil saturation during growing season. Hydrophytic vegetation decisions are based on the assemblage of plant species growing on a site, rather than the presence or absence of particular indicator species. Vegetation strata are sampled separately when evaluating indicators of hydrophytic vegetation. A stratum for sampling purposes is defined as having 5 percent or more total plant cover. The following vegetation strata are recommended for use across the Western Mountains, Valleys, and Coast Region:

- *Tree Stratum:* Consists of woody plants 3 inches or more in diameter at breast height (DBH);
- *Sapling/shrub Stratum:* Consists of woody plants less than 3 inches in DBH, regardless of height;
- *Herb Stratum:* Consists of all herbaceous (non-woody) plants, including herbaceous vines, regardless of size; and
- *Woody Vines:* Consists of all woody vines, regardless of size.

The following indicator is applied per the test method below[5]. Hydrophytic vegetation is present if any of the indicators are satisfied.

Indicator 1 – Dominance Test

Cover of vegetation is estimated and is ranked according to their dominance. Species that contribute to a cumulative total of 50 percent of the total dominant coverage, plus any species that comprise at least 20 percent (also known as the "50/20 rule") of the total dominant coverage, are recorded on a wetland

[5] Although the Dominance Test is utilized in most wetland delineations, other indicator tests may be employed. If one indicator of hydric soil and one primary or two secondary indicators of wetland hydrology are present, then the Prevalence Test (Indicator 2) may be performed. If the plant community satisfies the Prevalence Test, then the vegetation is hydrophytic. If the Prevalence Test fails, then the Morphological Adaptation Test may be performed, where the delineator analyzes the vegetation for potential morphological features.

determination data form. Wetland indicator status is assigned to each species using *The National Wetland Plant List The List*, version 3.4 (U.S. Army Corps of Engineers, 2018). If greater than 50 percent of the dominant species from all strata were Obligate Wetland, Facultative Wetland, or Facultative species, the criteria for wetland vegetation is considered to be met. Plant indicator status categories are described below:

- *Obligate Wetland (OBL):* Plants that occur almost always in wetlands under natural conditions, but which may also occur rarely in non-wetlands;
- *Facultative Wetland (FACW):* Plants that occur usually in wetlands, but also occur in non-wetlands;
- *Facultative (FAC):* Plants with similar likelihood of occurring in both wetlands and non-wetlands;
- *Facultative Upland (FACU):* Plants that occur sometimes in wetlands, but occur more often in non-wetlands; and
- *Obligate Upland (UPL):* Plants that occur rarely in wetlands but occur almost always in non-wetlands under natural conditions.

3.2.2 HYDROLOGY

Wetland hydrology indicators are presented in four (4) groups, which include:

Group A – Observation of Surface Water or Saturated Soils

Group A is based on the direct observation of surface water or groundwater during the site visit.

Group B – Evidence of Recent Inundation

Group B consists of evidence that the site is subject to flooding or ponding, although it may not be inundated currently. These indicators include water marks, drift deposits, sediment deposits, and similar features.

Group C – Evidence of Recent Soil Saturation

Group C consists of indirect evidence that the soil was saturated recently. Some of these indicators, such as oxidized rhizospheres surrounding living roots and the presence of reduced iron or sulfur in the soil profile, indicate that the soil has been saturated for an extended period.

Group D – Evidence from Other Site Conditions or Data

Group D consists of vegetation and soil features that indicate contemporary rather than historical wet conditions and include shallow aquitard and the FAC-neutral test.

If wetland vegetation criteria are met, the presence of wetland hydrology is evaluated at each transect by recording the extent of observed surface flows, depth of inundation, depth to saturated soils, and depth to free water in the soil test pits. The lateral extent of the hydrology indicators is used as a guide for locating soil pits for evaluation of hydric soils and jurisdictional areas. In portions of the stream where the flow is

divided by multiple channels with intermediate sand bars, the entire area between the channels is considered within the OHWM and the wetland hydrology indicator is considered met for the entire area.

3.2.3 SOILS

A hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper 16-20 inches[6]. The concept of hydric soils includes soils developed under sufficiently wet conditions to support the growth and regeneration of hydrophytic vegetation. Soils that are sufficiently wet because of artificial measures are included in the concept of hydric soils. It should also be noted that the limits of wetland hydrology indicators are used as a guide for locating soil pits. If any hydric soil features are located, progressive pits are dug moving laterally away from the active channel until hydric features are no longer present within the top 20 inches of the soil profile.

Once in the field, soil characteristics are verified by digging soil pits along each transect to an excavation depth of 20 inches; in areas of high sediment deposition, soil pit depth may be increased. Soil pit locations are usually placed within the drainage invert or within adjoining vegetation. At each soil pit, the soil texture and color are recorded by comparison with standard plates within a *Munsell Soil Chart* (2012). Munsell Soil Charts aid in designating color labels to soils, based by degrees of three simple variables – hue, value, and chroma. Any indicators of hydric soils, such as organic accumulation, iron reduction, translocation, and accumulation, and sulfate reduction, are also recorded.

Hydric soil indicators are present in three groups, which include:

All Soils

"All soils" refers to soils with any U.S. Department of Agriculture, Natural Resources Conservation Service (USDA) soil texture. Hydric soil indicators within this group include histosol, histic epipedon, black histic, hydrogen sulfide, stratified layers, 1-centimeter muck, depleted below dark surface, and thick dark surface.

Sandy Soils

Sandy soils" refers to soil materials with a USDA soil texture of loamy fine sand and coarser. Hydric soil indicators within this group include sandy mucky mineral, sandy gleyed matrix, sandy redox, and stripped matrix.

[6] According to the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region, Version 2.0* (Corps 2010), growing season dates are determined through on-site observations of the following indicators of biological activity in a given year: (1) emergence of herbaceous plants from the ground 2) appearance of new growth from vegetative crowns 3) coleoptile/cotyledon emergence from seed 4) bud burst on woody plants 5) emergence or elongation of leaves of woody plants 6) emergence or opening of flowers.

Loamy and Clayey Soils

"Loamy and clayey soils" refers to soil materials with a USDA soil texture of loamy very fine sand and finer. Hydric soil indicators within this group include loamy mucky mineral, loamy gleyed matrix, depleted matrix, redox dark surface, depleted dark surface, redox depressions, and vernal pools.

3.3 SWANCC WATERS

The term "isolated waters" is generally applied to waters/wetlands that are not connected by surface water to a river, lake, ocean, or other body of water. In the presence of isolated conditions, the Regional Board and CDFW take jurisdiction via the OHWM/streambed and/or the 3-parameter wetland methodology utilized by the Corps and/or altered by the State Water Resources Control Board on April 2, 2019 as discussed in Section 3.2 *Wetlands.*

3.4 RAPANOS WATERS

The Corps will assert jurisdiction over non-navigable, not relatively permanent tributaries and their adjacent wetlands where such tributaries and wetlands have a significant nexus to a TNW. The flow characteristics and functions of the tributary itself, in combination with the functions performed by any wetlands adjacent to the tributary, determine if these waters/wetlands significantly affect the chemical, physical, and biological integrity of the TNWs. Factors considered in the significant nexus evaluation include:

(1) The consideration of hydrologic factors including, but not limited to, the following:
- volume, duration, and frequency of flow, including consideration of certain physical characteristics of the tributary
- proximity to the TNW
- size of the watershed
- average annual rainfall
- average annual winter snowpack

(2) The consideration of ecologic factors including, but not limited to, the following:
- the ability for tributaries to carry pollutants and flood waters to TNWs
- the ability of a tributary to provide aquatic habitat that supports a TNW
- the ability of wetlands to trap and filter pollutants or store flood waters
- maintenance of water quality

Swales or erosional features (e.g., gullies, small washes characterized by low volume, infrequent, or short duration flow) and ditches (including roadside ditches) excavated wholly in, and draining only, uplands and that do not carry a relatively permanent flow of water, are generally not considered jurisdictional waters.

In the presence of Rapanos drainage conditions, the Regional Board and CDFW take jurisdiction via the OHWM/streambed and/or the 3-parameter wetland methodology utilized by the Corps.

Section 4 Literature Review

A thorough review of relevant literature and materials was conducted to preliminarily identify areas that may fall under the jurisdiction of the regulatory agencies. A summary of materials utilized during the literature review is provided below and in Appendix A, *Documentation*. In addition, refer to Section 8, *References* for a complete list of references used throughout the course of this delineation.

4.1 WATERSHED REVIEW

The project site is located within the Mammoth Hydrologic Basin, specifically, within the Mammoth Creek sub watershed (HAS 603.10) and within the Hot Creek Owens River watershed (HUC 180901020204). The Mammoth Hydrologic Basin is approximately 71 square miles and is part of the Long Valley Subunit of the Owens Valley Hydrologic Unit. The Mammoth Hydrologic Basin includes many alpine lakes, surface streams, and springs, which are all tributary to Mammoth Creek or Hot Creek. Mammoth Creek serves as the principal drainage course through the Town of Mammoth Lakes and flows into Hot Creek east of U.S. 395. Hot Creek then flows easterly into the Owens River. The total length of the Mammoth Creek/Hot Creek drainage system is approximately 18 miles.

Mammoth Creek serves as the primary surface watercourse in the Mammoth Hydrologic Basin. Secondary watercourses in the Basin include Murphy Gulch, Hot Creek, Bodle Ditch, Laurel Creek, and Sherwin Creek. Flow rates decrease in summer after peaking in the spring snowmelt. Drainage flows to the east in areas located to the north of the Old Mammoth and Snowcreek Districts. The Old Mammoth and Snowcreek Districts are located in a separate mini-watershed, draining directly into one of two tributaries of Mammoth Creek. In other areas located to the south of SR-203, drainage is accomplished by sheet flow through the Town of Mammoth and then into the existing roadway drainage system or unimproved channels/ditches, eventually draining down SR-203, which acts as a watercourse. For areas located to the north of SR-203, surface flows are carried via Canyon Boulevard into pipelines to SR-203.

Existing drainage facilities are located throughout the Town of Mammoth. In 1975, a major storm drainage project established the area's storm drain system from Mammoth Slopes to Mammoth Ranger Station via Canyon Boulevard, Berner Street, Alpine Circle, and Main Street in the North Village Specific Plan area. This system, set forth in the Town of Mammoth Lakes Storm Drain Master Plan, discharges into Murphy Gulch located to the east of the Mammoth Ranger Station. A 43,560 – square foot siltation basin was constructed at the downstream end of the Murphy Gulch channel in conjunction with these drainage improvements.[7]

[7] Mammoth Creek Park West New Community Multi-Use Facilities Environmental Impact Report, Public Review Draft, December 2016. Prepared by Michael Baker International.

4.2 LOCAL CLIMATE

The Mammoth Hydrologic Basin is subject to the Mediterranean type climate of California, characterized by wet winters and warm, dry summers as well as the rain shadow effect of being on the lee side of the Sierra Nevada with respect to the prevailing southwest to northeast storm direction. December, January, and February tend to be the months of greatest precipitation. Storm frequency and intensity decrease in April and May, although a few significant storms can occur during the spring. Rain or snow levels of 5,000 to 7,000 feet are typical for most winter storms. The amount of precipitation is highly variable from year to year. Summers tend to be dry and warm because of the dominance of high pressure and the absence of a storm track through California during the summer months. Convective thunderstorms occasionally develop when adequate moisture enters the Sierra Nevada.[8]

4.3 USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE

The project site is located within Section 35, Township 3 South, Range 27 East, Mt. Diablo Meridian of the USGS *Old Mammoth, California* 7.5-minute topographic quadrangle. On-site topography ranges from approximately 7,850 to 7,890 feet amsl and generally slopes from west to east. According to the topographic map, no blue-line features are identified within the project site. A perennial stream, identified as Mammoth Creek, generally flows east to west and is located south of the project site. Surrounding areas appear to consist of residential and commercial development. Open space is located further to the north and south.

4.4 AERIAL PHOTOGRAPH

Prior to the field visit, Michael Baker reviewed a current aerial photograph dated September 13, 2019 from Google Earth Imaging for the project site. Aerial photographs can be useful during the delineation process, as the photographs often indicate the presence of drainages and riparian vegetation within the boundaries of the project site (if any). According to the aerial photograph the project site appears to consist of vacant undeveloped and forested land with one primary drainage and depressional area along the length of the western boundary. Multiple earthen trails are noted throughout the project site and one gravel road is noted along the southeastern boundary. The project site is bounded by residential uses to the west and south as well as commercial uses to the north and east. A golf course is noted further to the west of the project site and transportation uses are noted immediately to the north of the project site.

4.5 SOIL SURVEY

Soils within the project site were researched prior to the field delineation using the *Custom Soil Resource Report for Benton-Owens Valley Area Parts of Inyo and Mono Counties, California* (USDA, 2020). The presence of hydric soils is initially investigated by comparing the mapped soil series for the site to the

[8] Upper Owens River Basin Assessment Report, March 2007. Prepared by Mono County Community Development Department, Planning Division.

County list of hydric soils. Soil surveys furnish soil maps and interpretations originally needed in providing technical assistance to farmers and ranchers; in guiding other decisions about soil selection, use, and management; and in planning, research, and disseminating the results of the research. In addition, soil surveys are now heavily utilized in order to obtain soil information with respect to potential wetland environments and jurisdictional areas (i.e., soil characteristics, drainage, and color). The following soil series have been reported on-site:

Chesaw family, 0 to 5 percent slopes (163)

Chesaw family, 0 to 5 percent slopes soils, range in elevation from 7,000 to 8,600 feet with a mean annual precipitation of 10 to 40 inches. These soils occur in outwash plains and contain parent material consisting of glaciofluvial deposits derived from granite. The typical profile of this soil consists of H1 (0 to 5 inches) gravelly loamy sand, H2 (5 to 27 inches) very gravelly loamy sand, and H3 (27 to 60 inches) gravelly loamy sand. This soil is excessively well drained and has a depth to water table of more than 80 inches. This soil is listed as hydric.

Chesaw family, 5 to 15 percent slopes (164)

Chesaw family, 5 to 15 percent slopes soils, range in elevation from 7,000 to 8,600 feet with a mean annual precipitation of 10 to 40 inches. These soils occur in outwash plains and contain parent material consisting of glaciofluvial deposits derived from granite. The typical profile of this soil consists of H1 (0 to 5 inches) gravelly loamy sand, H2 (5 to 27 inches) very gravelly loamy sand, and H3 (27 to 60 inches) gravelly loamy sand. This soil is excessively well drained with very low runoff and has a depth to water table of more than 80 inches. This soil is listed as hydric.

4.6 HYDRIC SOILS LIST OF CALIFORNIA

The Hydric Soils List of California (USDA, 2020) was reviewed in an effort to verify whether on-site soils are considered to be hydric[9]. It should be noted that lists of hydric soils along with soil survey maps provide off-site ancillary tools to assist in wetland determinations, but they are not a substitute for field investigations. According to the soils list, Chesaw family, 0 to 5 percent slopes (163) and Chesaw family, 5 to 15 percent slopes (164) are listed as hydric.

4.7 NATIONAL WETLANDS INVENTORY

The USFWS National Wetlands Inventory maps were reviewed. Two wetland features were noted within the project site and consist of riverine wetland features. The riverine wetland features are reported to be of the riverine system, intermittent, streambed class, and seasonally flooded (R4SBC). Refer to Appendix A, *Documentation*.

[9] A hydric soil is a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions.

4.8 FLOOD ZONE

The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program was reviewed for available flood data within the project site. According to *Flood Insurance Rate Map (FIRM) No. 06051C1388D* (FEMA, 2011), the project site is located within Zone X. Flood Zone X is described as areas of 0.2% annual chance of flood hazard or areas of 1% annual chance of flood with average depth less than one foot or areas of minimal flood hazard. Refer to Appendix A, *Documentation*.

Section 5 Site Conditions

Certified wetland delineators and regulatory specialists Josephine Lim and Tim Tidwell conducted a site reconnaissance on May 21, 2020 to verify existing site conditions and document the extent of jurisdictional areas within the boundaries of the project site. Field staff encountered no access limitations during the site visit. The following sections provide a description of site conditions documented during the site visit. Refer to Appendix B, *Site Photographs* taken throughout the project site.

5.1 JURISDICTIONAL FEATURES

5.1.1 NON-WETLAND FEATURES

Drainage 1

Drainage 1 is an earthen ephemeral feature that enters the project site from the southwest and generally flows northeast across the project site. Drainage 1 enters the project site via an approximate 36-inch pipe culvert at the southwestern boundary. Drainage 1 receives surface flows resulting from snowmelt or precipitation and surface water runoff from adjacent land and surrounding developments. Flows within Drainage 1 proceed northeast through the project site and continue off-site through a concrete box structure located at the northern boundary of the project site. Evidence of an OHWM was observed via the following indicators: surface water, a change in vegetation community (from no terrestrial vegetation in the active channel to a mix of herbs and shrubs outside the active channel), presence of litter and debris, and a break in bank slope. Flows within Drainage 1 are occasionally unconfined resulting in an intermittent OHWM along portions of the watercourse. Vegetation associated with Drainage 1 primarily consists of reed canary grass (*Phalaris arundinacea* [FACW]), graceful cinquefoil (*Potentilla gracilis var. gracilis* [FAC]), thread leaf sedge (*Carex filifolia* [NI]), and curly dock (*Rumex crispus* [FAC]).

Drainage 2

Drainage 2 is an earthen ephemeral drainage feature which enters the project site along the western boundary from the west and generally flows east until to its confluence with Drainage 1 in the northern portion of the project site. The rise and fall of the topography at the project site results in an intermittent OHWM and streambed along portions of Drainage 2. No surface water was present within Drainage 2 during the site visit; however, evidence of an OHWM was observed via the following indicators: a break in bank slope that corresponds with a change in sediment characteristics (from large gravel and cobble within the active channel to finer-grained sediments outside the active channel), a moderate change in vegetation (from a general lack of vegetation within the active channel to a mix of herbs and shrubs outside the active channel), and the presence of litter and debris. Vegetation associated with Drainage 2 primarily consists of reed canary grass (FACW).

Drainage 3

Drainage 3 is an earthen ephemeral drainage feature that enters the project site along the northern boundary from the east and flows northeast. Surface flows are conveyed downstream parallel to the adjoining road

and continue off-site into the Town of Mammoth Lakes storm drain system. No surface water was present within Drainage 3 during the site visit; however, evidence of an OHWM was observed via a break in bank slope that corresponds with a change in sediment characteristics (from large cobble within the active channel to finer-grained sediments outside the active channel), and a moderate change in vegetation (from a lack of vegetation within the active channel to a mix of herbs and shrubs outside the active channel). Vegetation associated with Drainage 3 primarily consists of narrow-leaf willow (*Salix exigua* [FACW]) and reed canary grass (FACW).

5.1.2 WETLAND FEATURES

One wetland feature was identified in association with Drainage 1 within a large depressional area that extends along the length of Drainage 1 through the project site. Unconfined flows from Drainage 1 as well as high groundwater contribute to significant wetland hydrology characteristics along the length of Drainage 1. Evidence of wetland hydrology including surface water, saturation, and a high water table as well as hydrophytic vegetation were encountered along the length of Drainage 1. To assess for the presence of hydric soils and to determine the lateral extent of the wetland, eight (8) soil pits were performed along Drainage 1.

Soil pit 1 (SP1) was dug at the western boundary of the project site where wetland hydrology and hydrophytic vegetation was observed at the toe of slope. SP1 was dug to a depth of approximately 10 inches and consisted of one layer. SP1 exhibited a texture of sandy loam and displayed a matrix color of 10YR 2/1 when moist. Redoximorphic features were identified as concentrations within the matrix displaying a color of 10YR 3/6 when moist comprising a total of approximately five percent of the matrix. A significant amount of organic matter was observed throughout the soil sample. Vegetation surrounding SP1 consisted primarily of reed canary grass, purpleflower honeysuckle (*Lonicera conjugialis* [FAC]), and curly dock (*Rumex crispus* [FAC]). As such, it was determined that indictors for the hydric soil Redox Dark Surface (F6) were present and SP1 met all of the required wetland parameters and thus qualifies as a wetland.

Soil Pit 2 (SP2) was dug above the slope, approximately 3 feet above the SP1. SP2 was dug to a depth of approximately 10 inches and consisted of a single layer. SP2 exhibited a texture of sandy loam and displayed a matrix color of 10YR 2/2 when moist. No redoximorphic features were identified within the matrix of SP2. Vegetation surrounding SP2 primarily consisted of purpleflower honeysuckle (*Lonicera conjugialis* [NI]) and reed canary grass. Organic matter was observed throughout the soil sample. As such, it was determined that SP2 only met one (vegetation) of the required wetland parameters and thus did not qualify as a wetland and used to delineate the extent of the wetland boundary.

Soil Pit 3 (SP3) was dug to a depth of approximately 16 inches and consisted of a single layer. SP3 exhibited a sandy loam texture with significant organic matter. SP3 displayed a matrix color of 10YR 2/1 when moist. No redoximorphic features were identified within the matrix. Dominant vegetation surrounding SP3 consisted of quaking aspen (*Populus tremuloides* [FACU]), reed canary grass, and graceful cinquefoil. Wetland hydrology indicators included surface water, saturation, and a high water table. As such, it was

determined that indictors for the hydric soil Sandy Mucky Mineral (S1) were present and SP3 met all of the required wetland parameters and thus qualifies as a wetland.

Soil Pit 4 (SP4) was dug to a depth of approximately 16 inches and consisted of a single layer. SP4 exhibited a sandy loam texture with significant organic matter within the matrix and displayed a matrix color of 10YR 2/1 when moist. Redoximorphic features were identified pore linings and concentrations within the matrix displaying a color of 10YR 4/6 when moist comprising a total of approximately 22 percent of the matrix. Dominant vegetation surrounding SP4 consisted of quaking aspen, wax current (*Ribes cereum* [NI]), graceful cinquefoil, and thread leaf sedge. Wetland hydrology indicators included saturation at a depth of approximately 14 inches. Vegetation within SP4 did not meet the dominance test or the prevalence index test and therefore does not meet the hydrophytic vegetation parameter. As such, it was determined that SP4 only met two (soils, hydrology) of the required wetland parameters and thus did not qualify as a wetland. Although SP4 did not meet all three wetland parameters for a wetland, the hydric soil and wetland hydrology parameters were satisfied and thus SP4 helped to delineate the extent of the wetland boundary and identify the transition between wetland and upland.

Soil Pit 5 (SP5) was dug to a depth of approximately 16 inches and consisted of a single layer. SP5 exhibited a sandy loam texture with significant organic matter within the matrix and displayed a matrix color of 10YR 2/2 when moist. Redoximorphic features were identified as concentrations within the matrix displaying a color of 7YR 3/4 when moist comprising a total of approximately 25 percent of the matrix. Vegetation surrounding SP5 primarily consisted of graceful cinquefoil, reed canary grass, and thread leaf sedge. Wetland hydrology indicators observed included a high water table at a depth of 14 inches. As such, it was determined that indictors for the hydric soil Redox Dark Surface (F6) were present and SP5 met all of the required wetland parameters and thus qualifies as a wetland.

Soil Pit 6 (SP6) was dug to depth of approximately 16 inches and consisted of a single layer. SP6 exhibited a sandy loam texture with significant organic matter within the matrix and displayed a matrix color of 10YR 2/2 when moist. No redoximorphic features were observed within SP6. Dominant vegetation surrounding SP6 consisted of graceful cinquefoil, geranium (*Geranium sp.* [NI]), reed canary grass, and thread leaf sedge. Secondary wetland hydrology indicators including geomorphic position (D2) were observed. As such, it was determined that SP6 only met one (vegetation) of the required wetland parameters and thus did not qualify as a wetland.

Soil Pit 7 (SP7) was dug to a depth of approximately 16 inches and consisted of a single layer. SP7 exhibited a sandy loam texture with significant organic matter within the matrix and displayed a matrix color of 10YR 2/1 when moist. No redoximorphic features were observed within SP7. Dominant vegetation surrounding SP7 consisted of graceful cinquefoil, geranium, curly dock, and reed canary grass. Wetland hydrology indicators observed included saturation at a depth of 12 inches. As such, it was determined that indictors for the hydric soil Sandy Mucky Mineral (S1) were present and SP7 met all of the required wetland parameters and thus qualifies as a wetland.

Soil Pit 8 (SP8) was dug to a depth of approximately 16 inches and consisted of a single layer. SP8 exhibited a sandy loam texture with significant organic matter within the matrix and displayed a matrix color of 10YR 2/2 when moist. No redoximorphic features were observed within SP8. Dominant vegetation surrounding SP8 consisted of curly dock *(Rumex crispus* [FAC]), woods' rose (*Rosa woodsia* [FACU]), thread leaf sedge, and reed canary grass. No wetland hydrology indicators were observered. As such, it was determined that SP8 only met one (vegetation) of the required wetland parameters and thus did not qualify as a wetland.

To assess for the presence of hydric soils, wetland hydrology, and hydrophytic vegetation in association with Drainage 2, Soil Pit 9 (SP9) was performed a in a depressional area along Drainage 2. SP9 was dug to a depth of approximately 16 inches and consisted of a single layer. SP9 exhibited a sandy loam texture and displayed a matrix color of 10YR 2/2 when moist. No redoximorphic features were observed within SP9. Dominant vegetation surrounding SP9 consisted of quaking aspen, white fir (*Abies concolor* [NI]), lodge pole pine (*Pinus contorta* [FAC]), purpleflower honeysuckle, wax current, curly dock, and reed canary grass. Secondary wetland hydrology indicators including geomorphic position (D2) were observed. As such, it was determined that SP9 did not meet any of the required wetland parameters and thus did not qualify as a wetland. Refer to Appendix C for a copy of the wetland determination data forms.

Section 6 Findings

This delineation has been prepared in order to document the jurisdictional authority of the Corps, Regional Board, and CDFW within the project site. This report presents our best effort at determining the extent of jurisdictional features using the most up-to-date regulations, written policy, and guidance from the regulatory agencies. However, as with any jurisdictional delineation, only the regulatory agencies can make a final determination of jurisdictional boundaries.

6.1 U.S. ARMY CORPS OF ENGINEERS

6.1.1 WATERS OF THE U.S. DETERMINATION

Evidence of an OHWM was noted within the boundaries of the project site. However, as noted above, all on-site drainages ultimately discharge into Murphy Gulch. As discussed in Section 4.1, *Watershed Review,* flows from Murphy Gulch enter a constructed infiltration basin system and do not continue into downstream waters. Any overflow from the infiltration basins infiltrates on north side of SR-203. There is no surface water connection to Mammoth Creek As such, the on-site drainages do not support a significant nexus (or connection) to a Relatively Permanent Water (RPW) or a Traditional Naviable Water (TNW) and would be considered isloated. Therefore, the on-site drainages would not be considered WOUS subject to regulation under Section 404 of the CWA and would not be considered Corps' jurisdiction.

6.2 REGIONAL WATER QUALITY CONTROL BOARD

6.2.1 NON-WETLAND DETERMINATION

The Regional Board regulates discharge of fill and dredge material to surface waters under Section 401 of the CWA, and the Porter-Cologne Act for those that do not. As on-site drainages are considered isolated, Section 401 of the CWA does not apply, and the Regional Board assumes jurisdiction under the Porter-Cologne Act. Based on the results of the field delineation, approximately 0.13 acre (1,382 linear feet) of non-wetland waters of the State are located within the boundaries of the project site.

6.2.2 WETLAND DETERMINATION

As previously noted, the State wetland definition and delineation procedures are largely consistent with the three-parameter approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology implemented by the Corps and outlined in the 2010 Regional supplement to the Corps Manual. However, one exception is an area can lack vegetation and still satisfy the parameter for hydrophytic vegetation thus qualifying the area as a wetland water of the state if the hydric soil, and wetland hydrology parameters are also fulfilled. Based on the results of the field delineation, approximately 1.06 acre of wetland waters of the State are located within the boundaries of the project site (refer to Appendix C, *Wetland Determination Data Forms*). Refer to Table 1 below for a summary of the jurisdictional areas

within the project site and to Figure 4, *Regional Board Jurisdictional Map* for a depiction of Regional Board jurisdictional areas within the project site.

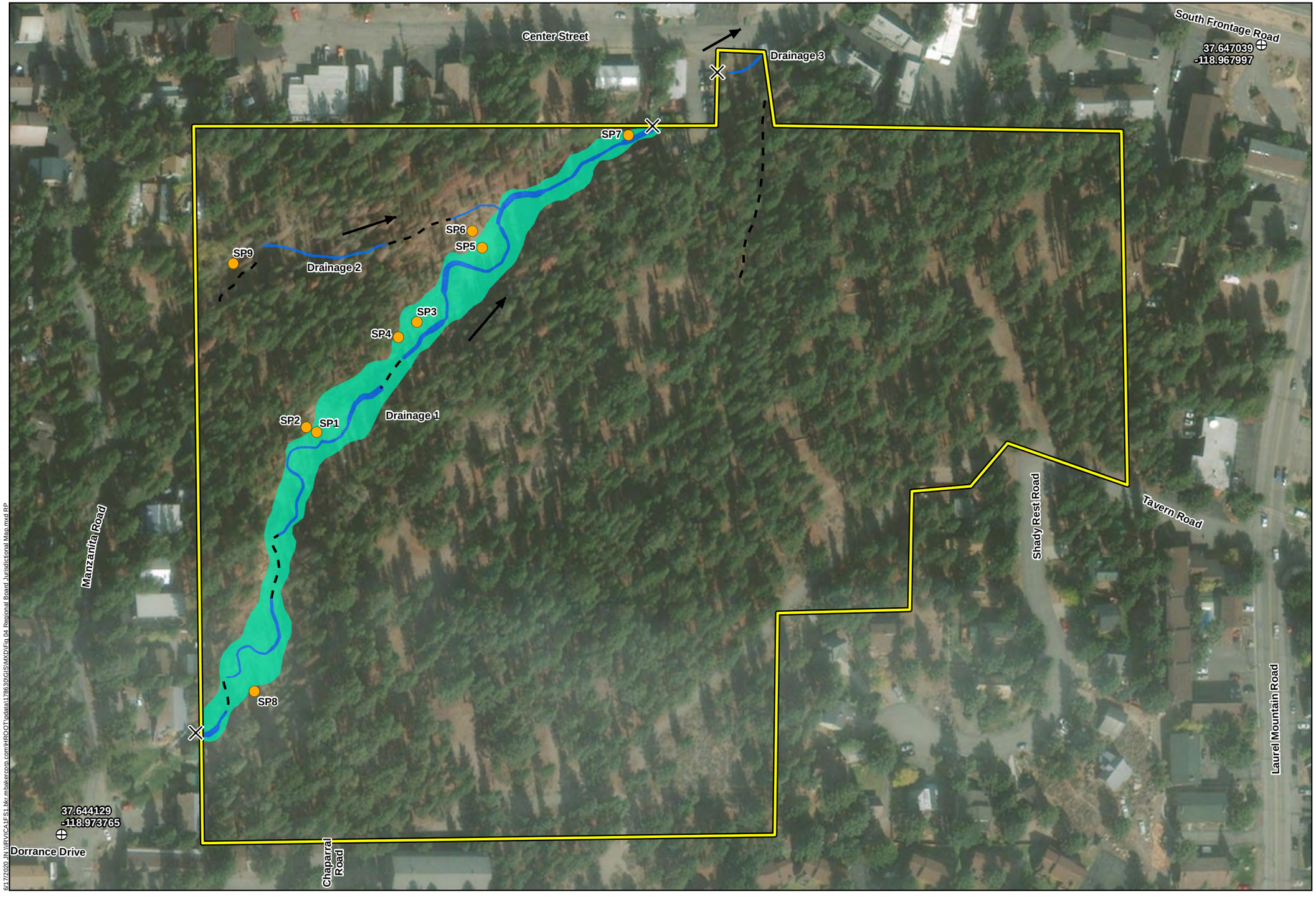
Table 1: Summary of Jurisdictional Areas Within the Project Site

Jurisdictional Feature	Regional Board		CDFW
	Non-wetland Waters of the State	Wetland Waters of the State	Jurisdictional Streambed
	Acreage (Linear Feet)	Acreage	Acreage (Linear Feet)
Drainage 1	0.11 (1,083)	1.06	1.17 (1,074)
Drainage 2	0.015 (242)	-	0.017 (242)
Drainage 3	0.004 (57)	-	0.008 (57)
TOTAL*	**0.13 (1,382)**	**-**	**1.19 (1,373)**

*Total may not equal sum due to rounding.

6.3 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

The on-site drainage features exhibited a clear bed and bank and qualify as CDFW jurisdictional streambed. Based on the results of the field investigation, a total of approximately 1.19 acres (1,373 linear feet) of CDFW jurisdictional vegetated streambed occurs within the boundaries of the project site (refer to Figure 5, *CDFW Jurisdictional Map*).



Legend

- Project Site
- Wetland Waters of the State (1.06 acres)
- Non-Wetland Waters of the State (0.13 acre)
- Discontinuous OHWM
- Flow Direction
- Soil Pit
- Culvert
- Reference Point

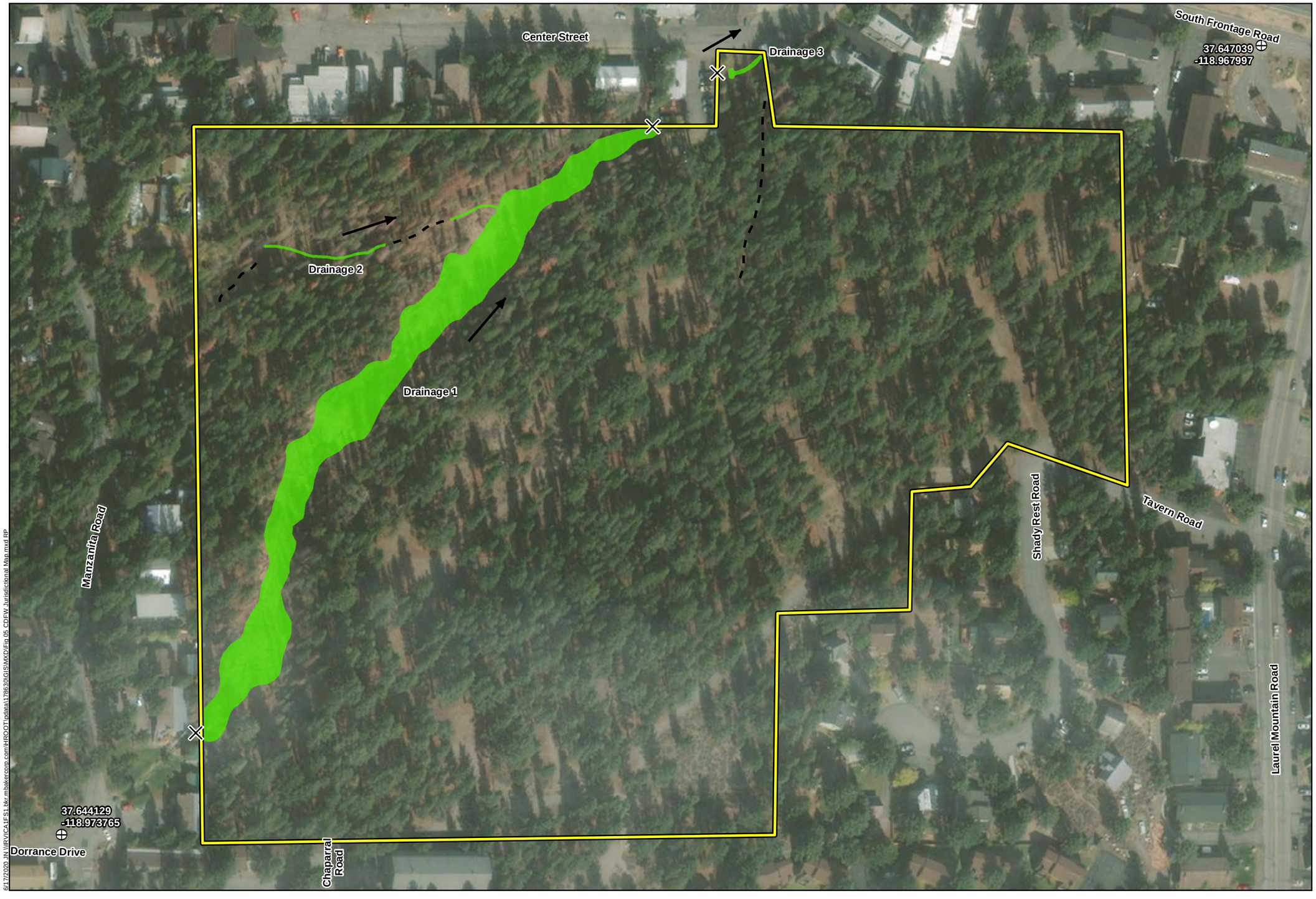
0 65 130 Feet

Source: Esri, 2015

THE PARCEL
DELINEATION OF STATE AND FEDERAL JURISDICTIONAL RESOURCES

Regional Board Jurisdictional Map

Figure 4



Legend

- Project Site
- Vegetated Streambed (1.19 acres)
- Sheetflow
- Flow Direction
- Culvert
- Reference Point

0 65 130 Feet

Source: Esri, 2015

THE PARCEL
DELINEATION OF STATE AND FEDERAL JURISDICTIONAL RESOURCES

CDFW Jurisdictional Map

Figure 5

Section 7 Regulatory Approval Process

This report has been prepared for the Town of Mammoth Lakes to delineate the Corps, Regional Board, and CDFW jurisdictional authority within the project site. Below is a summary of the various permits/authorizations that would be required prior to temporarily or permanently impacting on-site jurisdictional features.

7.1 U.S. ARMY CORPS OF ENGINEERS

The Corps regulates discharges of dredged or fill materials into WoUS and wetlands pursuant to Section 404 of the CWA. As discussed above, the on-site drainages would not be subject to regulation under Section 404 of the CWA. The Town of Mammoth Lakes would not be required to obtain a permit from the Corps prior to commencement of construction activities. However, the Town of Mammoth Lakes would be required to prepare and process an Approved Jurisdictional Determination (AJD) with the Corps to formalize the process and receive concurrence.

7.2 REGIONAL WATER QUALITY CONTROL BOARD

The Regional Board regulates discharges to surface waters under Section 401 of the CWA and Section 13263 of the Porter-Cologne Act. This includes surface waters lacking a significant nexus to (i.e., isolated from) adjacent or downstream waters. In the absence of a Section 404 permit issued from the Corps, a Section 401 Water Quality Certification (WQC) is not applicable. However, a Waste Discharge Requirements (WDR) issued from the Regional Board would be required prior to commencement of any construction activities within Regional Board jurisdictional areas. The Regional Board also requires that California Environmental Quality Act (CEQA) compliance be obtained prior to issuance of the final WDR. Further, an application fee is required, which is based on both total temporary and permanent impact acreages (as applicable).

7.3 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

The CDFW regulates alterations to streambed and bank under Section 1602 of the CFGC. Therefore, formal notification to, and subsequent authorization from CDFW, would be required prior to commencement of any construction activities within the CDFW jurisdictional areas. The CDFW also requires that CEQA compliance be obtained prior to issuing the final LSAA. Further, a notification fee is required, which is calculated based on project costs.

7.4 RECOMMENDATIONS

As part of the regulatory permitting process, this delineation will be forwarded to each of the regulatory agencies for their concurrence. The concurrence/receipt would be valid up to five years and would solidify findings noted within this report.

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Appendix A Documentation

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Benton-Owens Valley Area Parts of Inyo and Mono Counties, California

The Parcel Project



June 2, 2020

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map



Map Scale: 1:2,790 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 40 80 160 240

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Benton-Owens Valley Area Parts of Inyo and Mono Counties, California
Survey Area Data: Version 17, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 25, 2013—Sep 25, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

MAP LEGEND

MAP INFORMATION

imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
163	Chesaw family, 0 to 5 percent slopes	0.8	3.1%
164	Chesaw family, 5 to 15 percent slopes	23.4	96.9%
Totals for Area of Interest		**24.1**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however,

onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Benton-Owens Valley Area Parts of Inyo and Mono Counties, California

163—Chesaw family, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: jcvr
Elevation: 7,000 to 8,600 feet
Mean annual precipitation: 10 to 40 inches
Mean annual air temperature: 39 to 45 degrees F
Frost-free period: 70 to 125 days
Farmland classification: Not prime farmland

Map Unit Composition

Chesaw family and similar soils: 85 percent
Minor components: 1 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Chesaw Family

Setting

Landform: Outwash plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Glaciofluvial deposits derived from granite

Typical profile

H1 - 0 to 5 inches: gravelly loamy sand
H2 - 5 to 27 inches: very gravelly loamy sand
H3 - 27 to 60 inches: gravelly loamy sand

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat excessively drained
Runoff class: Negligible
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Very low (about 2.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: A
Hydric soil rating: No

Minor Components

Unnamed

Percent of map unit: 1 percent
Landform: Flood plains
Hydric soil rating: Yes

164—Chesaw family, 5 to 15 percent slopes

Map Unit Setting

National map unit symbol: jcvs
Elevation: 7,000 to 8,600 feet
Mean annual precipitation: 10 to 40 inches
Mean annual air temperature: 39 to 45 degrees F
Frost-free period: 70 to 125 days
Farmland classification: Not prime farmland

Map Unit Composition

Chesaw family and similar soils: 85 percent
Minor components: 1 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Chesaw Family

Setting

Landform: Outwash plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear, concave
Across-slope shape: Linear
Parent material: Glaciofluvial deposits derived from granite

Typical profile

H1 - 0 to 5 inches: gravelly loamy sand
H2 - 5 to 27 inches: very gravelly loamy sand
H3 - 27 to 60 inches: gravelly loamy sand

Properties and qualities

Slope: 5 to 15 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat excessively drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Very low (about 2.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: A
Hydric soil rating: No

Minor Components

Unnamed

Percent of map unit: 1 percent
Landform: Flood plains
Hydric soil rating: Yes

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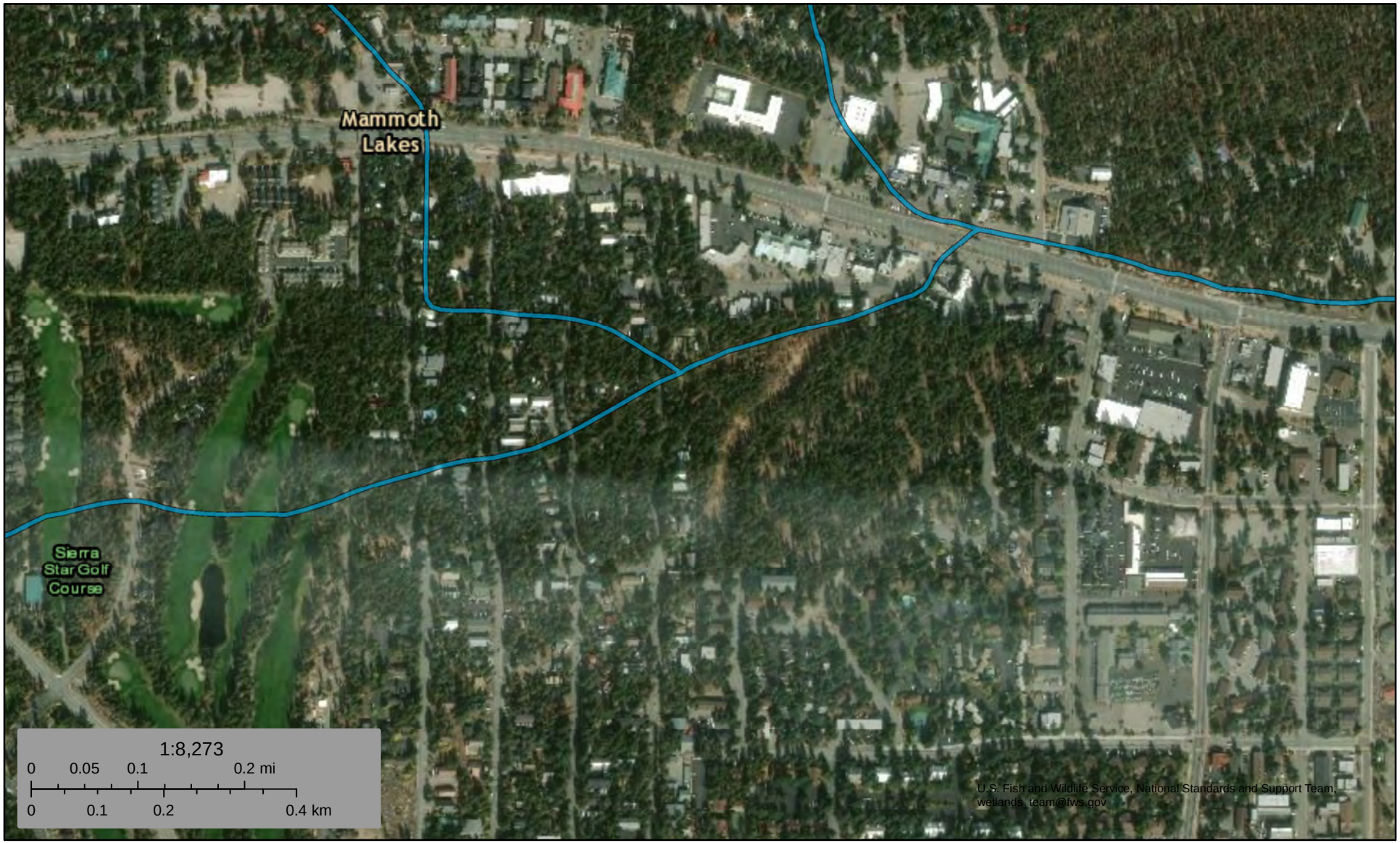
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U.S. Fish and Wildlife Service
National Wetlands Inventory

Wetlands



May 20, 2020

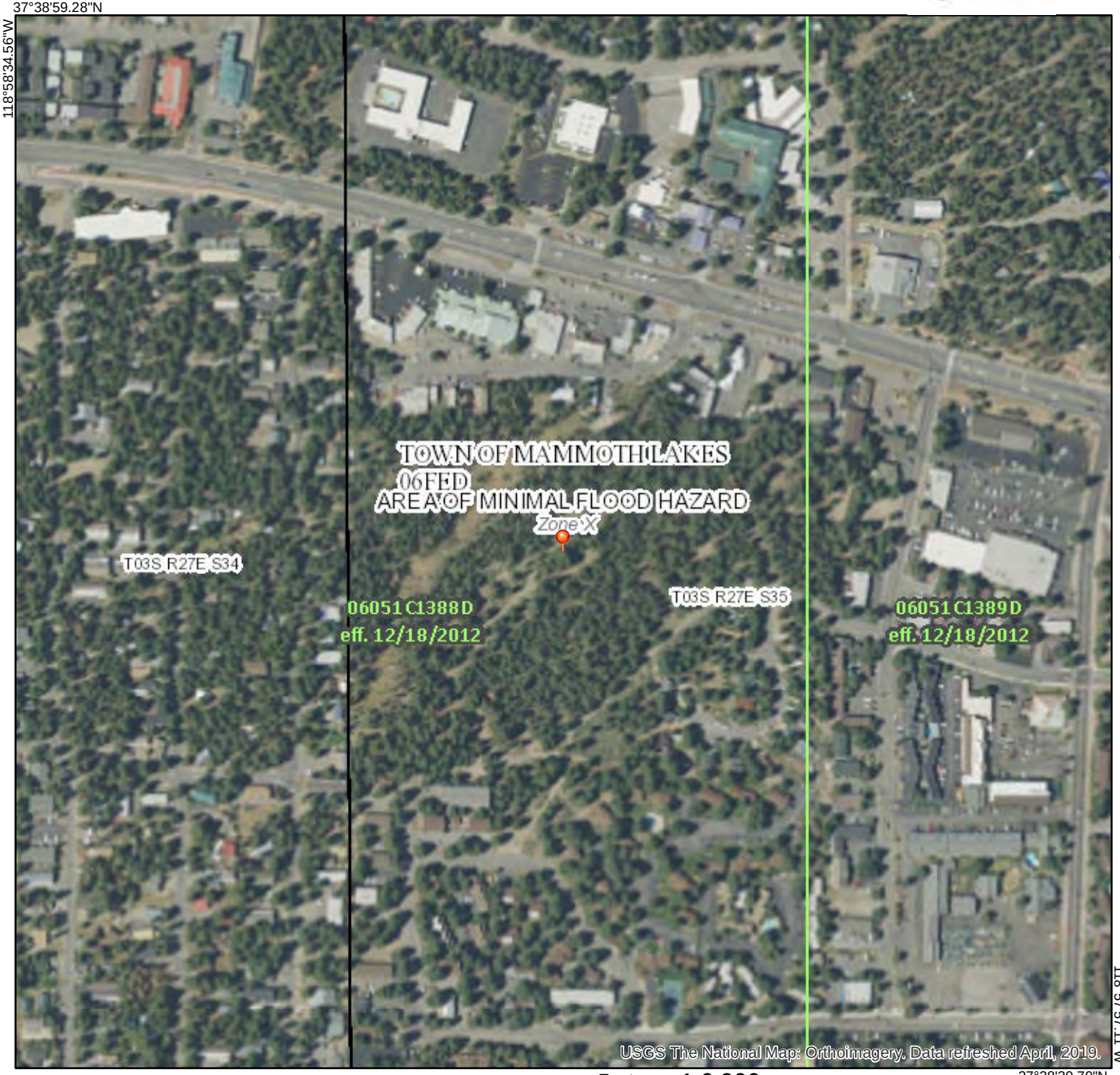
Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Flood Hazard Layer FIRMette

FEMA



0 250 500 1,000 1,500 2,000 Feet

1:6,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/8/2020 at 4:04:14 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Appendix B Site Photographs



Photograph 1: View looking west at Drainage 2 in the northern portion of the project site.



Photograph 2: View looking southwest at Drainage 1 in the northern portion of the project site.



Photograph 3: View looking west at Drainage 2 in the northwestern portion of the project site.



Photograph 4: View looking northeast at Drainage 2 in the northwestern portion of the project site.



Photograph 5: View looking northeast at Drainage 1 in the northern portion of the project site.



Photograph 6: View looking northeast at Drainage 1 in the northwestern portion of the project site.



Photograph 7: View looking northwest at fringe wetland surrounding Drainage 1 in the western of the project site.



Photograph 8: View looking north at Drainage 1 in the southern portion of the project site.



Photograph 9: View looking north at non-jurisdictional uplands in the southern portion of the project site.



Photograph 10: View looking northeast at Soil Pit 1 (SP1) located at the western portion of the project site.



Photograph 11: View looking northeast at Soil Pit 2 (SP2) in the western portion of the project site.



Photograph 12: View looking southwest at Soil Pit 3 (SP3) in the northwestern portion of the project site.



Photograph 13: View looking northeast at Soil Pit 4 (SP4) in the northwestern portion of the project site.



Photograph 14: View looking north at Soil Pit 5 (SP5) in the northern portion of the project site.



Photograph 15: View looking southwest at Soil Pit 6 (SP6) in the northern portion of the project site.



Photograph 16: View looking northeast at Soil Pit 7 (SP7) in the northern portion of the project site.



Photograph 17: View looking northwest at Soil Pit 8 (SP8) in the southern portion of the project site.



Photograph 18: View looking west at Soil Pit 9 (SP9) in the northwestern portion of the project site.

Appendix C Wetland Determination Data Forms

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP1

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Toe of slope Local relief (concave, convex, none): Concave Slope (%): 1

Subregion (LRR): Interior Deserts (D) Lat: 37.645622° Long: -118.972469° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____			
Hydric Soil Present?	Yes X	No _____	Is the Sampled Area within a Wetland?	Yes X	No _____
Wetland Hydrology Present?	Yes X	No _____			

Remarks: Soil pit 1 within an undeveloped aquatic feature located within the western portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
		= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1. *Lonicera conjugialis*	5	N	FAC
2.			
3.			
4.			
5.			
	5	= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	30	Y	FACW
2. *Rumex crispus*	15	Y	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	35	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
		= Total Cover	

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals:	(A)	(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- X 2-Dominance Test is >50%
- ___ 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: SP1

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-10	10YR 2/1	95	10YR 3/6	5	C	M	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes X No ___

Remarks: High organic matter found within matrix.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- X Surface Water (A1)
- X High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	X	No	___	Depth (inches): 0
Water Table Present?	Yes	X	No	___	Depth (inches): 0
Saturation Present? (includes capillary fringe)	Yes	X	No	___	Depth (inches): 0

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Significant wetland hydrology at toe of slope.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP2

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Above toe of slope Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.645641° Long: -118.972563° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____			
Hydric Soil Present?	Yes _____	No X	Is the Sampled Area within a Wetland?	Yes _____	No X
Wetland Hydrology Present?	Yes _____	No X			

Remarks: Sample pit 2 is located approximately 3 feet above SP1 upslope, located within the western portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15')			
1. *Lonicera conjugialis*	20	Y	FAC
2.			
3.			
4.			
5.			
	20 = Total Cover		
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	50	Y	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	50 = Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	70 = Total Cover		

% Bare Ground in Herb Stratum 30

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- X 2-Dominance Test is >50%
- ___ 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: SP2

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-10	10YR 2/2	100	-	-	-	-	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes ___ No X

Remarks: Organic matter found within matrix including abundance of roots.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No ___ Depth (inches): ___

Water Table Present? Yes ___ No ___ Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No ___ Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Upslope from wetland hydrology and indicators not encountered.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP3

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Slight depressional area Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.646043° Long: -118.972034° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____			
Hydric Soil Present?	Yes X	No _____	Is the Sampled Area within a Wetland?	Yes X	No _____
Wetland Hydrology Present?	Yes X	No _____			

Remarks: Sample pit 3 within the undeveloped aquatic feature, located within the northwestern portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. *Populus tremuloides*	30	Y	FACU
2.			
3.			
4.			
	30	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
		= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	35	Y	FACW
2. *Potentilla gracilis var. gracilis*	25	Y	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	60	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	90	= Total Cover	

% Bare Ground in Herb Stratum 10

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- X 2-Dominance Test is >50%
- ___ 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: SP3

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-16	10YR 2/1	100	-	-	-	-	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- X Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes X No ___

Remarks: High organic matter found within matrix including earthworms. Approximately three inches of organic material was observed at the top of soil pit.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- X Surface Water (A1)
- X High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	X	No	___	Depth (inches): 0
Water Table Present?	Yes	X	No	___	Depth (inches): 12
Saturation Present? (includes capillary fringe)	Yes	X	No	___	Depth (inches): 6

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP4

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Slight depressional area Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.645988° Long: - 118.972124° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No X		
Hydric Soil Present?	Yes X	No _____	Is the Sampled Area	
Wetland Hydrology Present?	Yes X	No _____	within a Wetland?	Yes _____ No X

Remarks: Sample pit 4 within the undeveloped aquatic feature, located within the northwestern portion of the project site. Although the vegetation did not pass the dominance or prevalence index test, hydric soils and wetland hydrology was met, therefore meeting the requirements of State wetland waters.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. *Populus tremuloides*	33	Y	FACU
2.			
3.			
4.			
	33	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1. *Ribes cereum*	25	Y	NI
2.			
3.			
4.			
5.			
	25	= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Carex filifolia*	35	Y	NI
2. *Potentilla gracilis var. gracilis*	30	Y	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	65	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	123	= Total Cover	

% Bare Ground in Herb Stratum _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 25 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species 30	x 3 =	90
FACU species 33	x 4 =	132
UPL species	x 5 =	
Column Totals: 63 (A)		222 (B)

Prevalence Index = B/A = 3.5

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- ___ 2-Dominance Test is >50%
- ___ 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks:

SOIL

Sampling Point: SP4

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-16	10YR 2/1	78	10YR 4/6	22	C	PL/M	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes X No ___

Remarks: High organic matter found within matrix. Three inches of organic material was observed at the top of soil pit.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes X No ___ Depth (inches): 14

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP5

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Slight depressional area Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.646321° Long: -118.971718° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____			
Hydric Soil Present?	Yes X	No _____	Is the Sampled Area within a Wetland?	Yes X	No _____
Wetland Hydrology Present?	Yes X	No _____			

Remarks: Sample pit 5 was performed to the west of the active channel of Drainage 1 and east of Drainage 2 located within the northwestern portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
		= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
		= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	50	Y	FACW
2. *Potentilla gracilis var. gracilis*	25	Y	FAC
3. *Carex filifolia*	5	N	NI
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	80	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	80	= Total Cover	

% Bare Ground in Herb Stratum 20

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- X 2-Dominance Test is >50%
- ___ 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: SP5

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-16	10YR 2/2	75	7.5YR 3/4	25	C	M	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes X No ___

Remarks: High organic matter found within matrix.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- X High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes ___	No ___	Depth (inches): ___		
Water Table Present?	Yes X	No ___	Depth (inches): 14		
Saturation Present? (includes capillary fringe)	Yes X	No ___	Depth (inches): 4	Wetland Hydrology Present?	Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP6

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Slight depressional area Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.646384° Long: -118.971764° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____			
Hydric Soil Present?	Yes _____	No X	Is the Sampled Area within a Wetland?	Yes _____	No X
Wetland Hydrology Present?	Yes _____	No X			

Remarks: Sample pit 6 was performed to the northwest of SP5 to determine the wetland boundary. Located within the northwestern portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
		= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
		= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	15	Y	FACW
2. *Potentilla gracilis var. gracilis*	30	Y	FAC
3. *Carex filifolia*	10	N	NI
4. *Geranium sp.*	20	Y	NI
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	75	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	75	= Total Cover	

% Bare Ground in Herb Stratum 25

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 33 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species	15	x 2 =	30
FAC species	30	x 3 =	90
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	45 (A)		120 (B)

Prevalence Index = B/A = 2.7

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- ___ 2-Dominance Test is >50%
- X 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: SP6

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-16	10YR 2/2	100	-	-	-	-	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes ___ No X

Remarks: High organic matter found within matrix.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP7

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Slight depressional area Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.646737° Long: -118.971014° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: Riverine

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____			
Hydric Soil Present?	Yes X	No _____	Is the Sampled Area within a Wetland?	Yes X	No _____
Wetland Hydrology Present?	Yes X	No _____			

Remarks: Sample pit 7 was performed just to the west of the active Channel of Drainage 1. Located within the northern portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
		= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1.			
2.			
3.			
4.			
5.			
		= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	30	Y	FACW
2. *Potentilla gracilis var. gracilis*	5	N	FAC
3. *Rumex crispus*	10	Y	FAC
4. *Geranium sp.*	5	N	NI
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	50	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	50	= Total Cover	

% Bare Ground in Herb Stratum 50

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- ___ 2-Dominance Test is >50%
- X 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: SP7

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-16	10YR 2/1	100	-	-	-	-	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- X Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes X No ___

Remarks: High organic matter found within matrix.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present?	Yes	___	No	X	Depth (inches):	___
Water Table Present?	Yes	___	No	X	Depth (inches):	___
Saturation Present? (includes capillary fringe)	Yes	X	No	___	Depth (inches):	12

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP8

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Slight depressional area Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.644658° Long: -118.972836° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____			
Hydric Soil Present?	Yes _____	No X	Is the Sampled Area within a Wetland?	Yes _____	No X
Wetland Hydrology Present?	Yes _____	No X			

Remarks: Sample pit 8 was performed up slight bank from lower lying area with significant wetland hydrology. Large rocks/boulders in the vicinity. SP8 used to determine wetland extent. Located within the southern portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
		= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1. *Rosa woodsii*	7	N	FACU
2.			
3.			
4.			
5.			
	7	= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	1	N	FACW
2. *Carex filifolia*	7	N	NI
3. *Rumex paucifolius*	35	Y	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	43	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	50	= Total Cover	

% Bare Ground in Herb Stratum 50

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ___ 1-Rapid Test for Hydrophytic Vegetation
- ___ 2-Dominance Test is >50%
- X 3-Prevalence Index is ≤3.0[1]
- ___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)
- ___ 5-Wetland Non-Vascular Plants[1]
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: SP8

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-16	10YR 2/2	100	-	-	-	-	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes ___ No X

Remarks: No redox features identified.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: SP8 upslope for wetland hydrology associated with Drainage 1.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: The Parcel Project City/County: Town of Mammoth Lakes/Mono County Sampling Date: 5/21/20

Applicant/Owner: Town of Mammoth Lakes State: CA Sampling Point: SP9

Investigator(s): Josephine Lim and Tim Tidwell Section, Township, Range: Section 35, Township 03 South, Range 27 East

Landform (hillslope, terrace, etc.): Slight depressional area Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): Interior Deserts (D) Lat: 37.646277° Long: -118.972903° Datum: NAD83

Soil Map Unit Name: Chewsaw family NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ Significantly disturbed? Are "Normal Circumstances" present? Yes X No _____

Are Vegetation _____, Soil _____, or Hydrology _____ Naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No X		
Hydric Soil Present?	Yes _____	No X	Is the Sampled Area within a Wetland?	Yes _____ No X
Wetland Hydrology Present?	Yes _____	No X		

Remarks: Sample pit 9 was taken to the north of Drainage 2 in a low lying depressional area. Located within the northwestern portion of the project site.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30')	Absolute % Cover	Dominant Species?	Indicator Status
1. *Populus tremuloides*	50	Y	FACU
2. *Abies concolor*	12	N	NI
3. *Pinus contorta*	7	N	FAC
4.			
	69	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1. *Lonicera conjugialis*	10	N	FAC
2. *Ribes cereum*	10	N	NI
3.			
4.			
5.			
	20	= Total Cover	
Herb Stratum (Plot size: 5')			
1. *Phalaris arundinacea*	15	N	FACW
2. *Rumex crispus*	30	Y	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	35	= Total Cover	
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	124	= Total Cover	

% Bare Ground in Herb Stratum _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species	15	x 2 =	30
FAC species	47	x 3 =	141
FACU species	50	x 4 =	200
UPL species		x 5 =	
Column Totals:	112 (A)		371 (B)

Prevalence Index = B/A = 3.3

Hydrophytic Vegetation Indicators:

___ 1-Rapid Test for Hydrophytic Vegetation

___ 2-Dominance Test is >50%

___ 3-Prevalence Index is ≤3.0[1]

___ 4-Morphological Adaptations1 (Provide supporting data in Remarks or on a separate sheet)

___ 5-Wetland Non-Vascular Plants[1]

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks:

SOIL

Sampling Point: SP9

Profile Description: (Described to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-16	10YR 2/2	100	-	-	-	-	SL	Sandy Loam

[1]Type: C = Concentration, D = Depletion, RM = Reduced Matrix, CS = Covered or Coated Sand Grains. [2]Location: PL = Pore Lining, M = Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10)
- ___ Red Parent Material (TF2)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (includes): ___

Hydric Soil Present? Yes ___ No X

Remarks: Significant litter and organic matting was observed, with some pinecones.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Strained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ___ Salt Crust (B11)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Stunted or Stressed Plants (D1) (LRR A)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-Strained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Raised Ant Mounds (D6) (LRR A)
- ___ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix D
Cultural Resources Assessments

Rincon Consultants, Inc.
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October 16, 2020
Project: 20-09650

Kristen Bogue
Senior Environmental Specialist
Michael Baker International
5 Hutton Centre Drive, Suite 500
Santa Ana, CA 92707
Via email: kbogue@mbakerintl.com

Subject: **Cultural Resources Technical Memorandum for the Parcel Project, Town of Mammoth Lakes, Mono County, California**

Dear Ms. Bogue:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International to prepare a cultural resources technical memorandum for the Parcel Project (project) located in the town of Mammoth Lakes, California. The project involves the development of approximately 24.7 acres of vacant land into an affordable housing complex. This study has been prepared in support of environmental documentation being prepared for the project pursuant to the California Environmental Quality Act (CEQA). Rincon's scope of work for the study included a cultural resources records search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search conducted by the Native American Heritage Commission (NAHC), review of historical imagery of the project site, pedestrian field survey, and an assessment of potential, project-related impacts to cultural resources.

Project Location and Description

The approximately 24.7-acre vacant project site is located directly south of Center Street in Mammoth Lakes, Mono County, California (Attachment A, Figure 1). The project site is depicted on the U.S. Geological Survey (USGS) *Old Mammoth, California* 7.5-minute topographic quadrangle, Township 3 South, Range 27 East, Sections 34 and 35. The project site is densely forested and slopes generally northwest with about 30 feet elevation change and an approximate elevation range of 7,870 to 7,900 feet. A drainage flows through the northwest portion of the project site alongside a designated pedestrian access easement that connects with Manzanita Road to the west.

The project involves construction of a variety of affordable housing types with associated streets, community space/amenities, new bus stops, open spaces/parks, parking, and necessary utility infrastructure. The development would include approximately 400 to 580 residential units. Depending on the building type, units would be available for rental or ownership, and would be reserved for households with incomes at or below 120 percent area median income. Rincon understands that the depth of project related ground disturbance is not expected to exceed 10 feet.

Regulations

The proposed project is subject to CEQA which requires a lead agency to determine whether a project may have a significant effect on historical resources (Section 21084.1). If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Section 21083.2[a], [b], and [c]).

Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

Cultural Resources Records Search

On September 15, 2020, staff from the Eastern Information Center (EIC) at the University of California, Riverside, conducted a records search of the CHRIS. The search was conducted to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the project site. The search included a review of the National Register of Historic Places (NRHP), the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list.

Previously Conducted Cultural Resources Studies

The EIC records search identified 53 previously conducted studies within a 0.5-mile radius of the project site (Attachment B). Although not included with the EIC results, Rincon also understands that the proposed project site was subject to a cultural resources assessment in 2007 (BonTerra) that included a CHRIS search with a 1-mile radius and a comprehensive field survey. The 2007 assessment identified one prehistoric archaeological site (CA-MNO-714), a lithic scatter with 10 bedrock milling features previously evaluated in the 1980s, within the proposed project site. Initially recorded in 1975, resource CA-MNO-714 was subject to excavations in 1979 (Bettinger 1980) and 1986 (Jackson). The 2007 study concurred with previous findings (Jackson 1986), recommending CA-MNO-714 ineligible for listing on the NRHP and CRHR (BonTerra 2007).

Previously Identified Cultural Resources

The EIC records search identified 30 cultural resources within a 0.5-mile radius of the project site (Table 1). As previously stated, one resource, CA-MNO-714, is located within the project site. Previously

recorded resources within the 0.5-mile records search radius include 17 prehistoric archaeological sites, 10 historic-age built environmental resources, and three isolated prehistoric artifacts.

Table 1 Previously Recorded Resources within 0.5-mile radius of the Project Site

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/ CRHR Status	Relation-ship to Project Site
26-000529	CA-MNO-529	Prehistoric	Site	Taylor 1980	Insufficient information	Outside
26-000714	CA-MNO-714	Prehistoric	Site	Derby and Rockwell 1975 Bettinger 1980	Recommended NRHP/CRHR ineligible	Within
26-000847	CA-MNO-847	Prehistoric	Site	Taylor 1980	Insufficient information	Outside
26-002480	CA-MNO-2480	Prehistoric	Site	Burton 1989	Insufficient information	Outside
26-002482	CA-MNO-2482	Prehistoric	Site	Burton 1990, Kautz 1991	Recommended NRHP/CRHR ineligible	Outside
26-002483	CA-MNO-2483	Prehistoric	Site	Burton 1989, Kautz 1991	Recommended NRHP/CRHR ineligible	Outside
26-002484	CA-MNO-2484	Prehistoric	Site	Burton 1989	Recommended NRHP/CRHR ineligible	Outside
26-002487	CA-MNO-2487	Prehistoric	Site	Burton 1989	Insufficient information	Outside
26-002770	CA-MNO-2770	Prehistoric	Site	Burton and D'Ascenzo 1993	Insufficient information	Outside
26-003022		Historic	Building	Martin and Totheroh 1989	Insufficient information	Outside
26-003023		Historic	Building	Martin and Totheroh 1989	Insufficient information	Outside
26-003024		Historic	Building	Martin and Totheroh 1989	Insufficient information	Outside
26-003025		Historic	Building	Martin and Totheroh 1989	Insufficient information	Outside
26-003026		Historic	Building	Martin and Totheroh 1989	Insufficient information	Outside
26-003027		Historic	Building	Martin and Totheroh 1989	Insufficient information	Outside
26-003028		Historic	Structure	Martin and Totheroh 1989	Insufficient information	Outside
26-003029		Historic	Structure	Martin and Totheroh 1989	Insufficient information	Outside

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/ CRHR Status	Relation-ship to Project Site
26-003575		Historic	Site	Kautz 1991	Insufficient information	Outside
26-003727	CA-MNO-3497	Prehistoric	Site	Hall 2001	Insufficient information	Outside
26-002772		Prehistoric	Site	J. Burton et al. 2003	Insufficient information	Outside
26-004205		Prehistoric	Site	J. Burton et al. 2003	Insufficient information	Outside
26-004215	CA-MNO-3749	Prehistoric	Site	J. Burton et al. 2003	Insufficient information	Outside
26-004216	CA-MNO-3750	Prehistoric	Site	J. Burton et al. 2003	Insufficient information	Outside
26-004217		Prehistoric	Isolate	J. Burton et al. 2003	NRHP/CRHR ineligible	Outside
26-005009		Prehistoric	Isolate	J. Latham et al. 2007	NRHP/CRHR ineligible	Outside
26-005088		Historic	Building	Smith et al 2008	Recommended CRHR ineligible	Outside
26-006603	CA-MNO-4955	Prehistoric	Site	Hamilton et al. 2011	Insufficient information	Outside
26-006604	CA-MNO-4956	Prehistoric	Site	Hamilton et al. 2011	Insufficient information	Outside
26-007393	CA-MNO-5287	Prehistoric	Site, Element of district	Christensen et al. 2012	Assumed NRHP eligible as contributing element to the Casa Diablo Obsidian Quarry District	Outside
26-007962		Prehistoric	Isolate	McLean and Brodie 2014	NRHP/CRHR ineligible	Outside
26-008389	CA-MNO-6033	Prehistoric	Site	Da Vision et al. 2016	Insufficient information	Outside

Source: EIC September 2020

CA-MNO-714

Resource CA-MNO-714 is located south of Mammoth Village Center and due south of Center Street, east of Manzanita Way, in the northwest quarter of Shady Rest Summer Home tract. The resource is a prehistoric site comprised of lithic scatter and 10 bedrock milling features. Vegetation around the site includes Lodgepole Pine, Jeffrey Pine, White Fir, Aspen, sagebrush, and bitterbrush. The soil consists of ash flow over glacial till. The site includes six boulders with milling features; two are a combination of a mortar and milling slicks and four are single milling slicks. Other artifacts associated with the resource include obsidian bifaces, preforms, drills, unifaces, cores, and debitage (BonTerra 2007).

A study by Bettinger (1980) included the excavation of four 1-by-1-meter test units and recovered a large sample of Casa Diablo obsidian debitage and tools. A temporally diagnostic Humboldt basal-notched biface dates the site to 6,000 to 7,000 Before Present. Bettinger characterized the site as an intermittently occupied stone tool production and food processing camp site and contended that the resource is eligible for inclusion on the NRHP (Bettinger 1980). Subsequent work by Jackson (1986) reexamined previously excavated materials (Bettinger 1980) and analyzed new data obtained during additional test excavations. This analysis concluded that the data potential of resource CA-MNO-714 was exhausted by Bettinger's study (1980) and was therefore not eligible for the NRHP.

Historical Topographic Map and Aerial Photography Review

Rincon reviewed available historical topographic maps to determine past land use within the project site. Aerial photography of the project site preceding 1993 is not available. Topographic maps from 1955 through 1965 (NETROnline 2020) depict the project site as developed land occupied by National Forest Summer Homes that were built in the 1920s (BonTerra 2007). The National Forest Summer homes consisted of multiple cabins scattered throughout the southeastern portion of the project site. These cabins were removed and relocated in the 1980s when the Town designated Shady Rest as a High Density Residential area (BonTerra 2007). Topographic maps from 1984 through 2018 and aerial photography from 1993 through 2016 depict the project area dense pine forest, vacant of development (NETROnline 2020).

Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on May 18, 2020 to request a search of the SLF. Rincon received the SLF results on May 26, 2020, which stated that the search had been completed with "negative" results (Attachment C).

Field Survey

On October 8 and 9, 2020, Rincon Archaeologist Rachel Bilchak performed a field survey of the project site. Ms. Bilchak carefully examined areas for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration potentially indicative of the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historical refuse (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were also visually inspected. Transect spacing throughout the exposed surfaces of the project site was no more than 15 meters. Ms. Bilchak documented the field survey using field notes and digital photographs. Copies of both are maintained at Rincon's San Diego office.

Overall, ground visibility during the survey was poor (approximately 10 percent) as much of the project site was covered with pine needles and scrub brush (Figure 2 and Figure 3; Attachment A). Minimal areas of exposed ground surface were scattered throughout the project site (Figure 4, Attachment A). The current survey relocated one of the bedrock milling features (Figure 5, Attachment A) from the previously documented and evaluated CA-MNO-714. However, no other milling features or associated artifacts were relocated due to lack of ground visibility and extensive disturbance to boulders including graffiti, exfoliation from weathering, and the accumulation of organic matter (Figure 6 and Figure 7, Attachment A). A summary of Rincon's survey effort and documentation of CA-MNO-714 is also found within Department of Parks and Recreation 523 Series Update Forms, provided in Attachment D.

Discussion and Recommendations

The project location was subject to a cultural resources assessment in 2007 (BonTerra), during which previously recorded prehistoric archaeological site CA-MNO-714, a lithic scatter with 10 bedrock milling features, was identified and evaluated as ineligible for listing on the CRHR and NRHP. Therefore, CA-MNO-714 requires no further management consideration. A survey from the current study confirmed one feature of the resource is still present within the project site.

Although impacts to resources not eligible for the CRHR do not require mitigation, 19 additional prehistoric cultural resources, several of which contain subsurface components, are known to exist within a 0.5-mile radius of the project site. Rincon concurs with BonTerra's 2007 interpretation that the project site should be considered highly sensitive for prehistoric cultural resources. Due to the presence of prehistoric resources both within and near the project site, there is a significant possibility of encountering buried cultural resources during project development activities. Based on these findings, Rincon recommends a Worker Environmental Awareness Program (WEAP) training be administered prior to the start of construction for the project and cultural resources monitoring take place for the duration of project related ground disturbance including grubbing, clearing, trenching, and grading. Additional measures for unanticipated discoveries are also recommended. These measures are discussed in greater detail below.

Worker's Environmental Awareness Program

A qualified archaeologist shall be retained to conduct a WEAP training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

Archaeological and Native American Monitoring

Rincon recommends that all ground-disturbing construction work should be observed by archaeologist and Native American monitors. Rincon recommends archeological monitoring of all project-related activities that will remove the topsoil, alter the underlying root structure of on-site vegetation, or alter any soils that appear to be within a primary context. Archaeological monitoring should be performed under the direction of an archaeologist meeting the Secretary of Interior's Professional Qualification Standards for archaeology (NPS 1983). If archaeological resources are encountered during monitoring of ground-disturbing activities, work in the immediate area must halt and the find must be evaluated for significance under CEQA.

Unanticipated Discoveries

In the event that unanticipated cultural resources are identified during project related ground disturbance, they should be treated in accordance with CEQA Guidelines section 15064.5(f), requiring halting ground disturbance in the immediate area of the find until it can be evaluated by a qualified archaeologist.

The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC),

which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and may recommend scientific removal of human remains and items associated with Native American burials.

Thank you for selecting Rincon Consultants, Inc. to provide you with this technical memorandum. Please feel free to contact Rincon if you have questions, or if we can be of further assistance.

Sincerely,

Rincon Consultants, Inc.



Rachel Bilchak
Associate Archaeologist



Mark Strother, MA, RPA
Associate Archaeologist



Breana Campbell-King, MA, RPA
Principal Investigator



Christopher A. Duran, MA, RPA
Principal

Enclosed:

Attachment A: Figures

Attachment B: EIC Records Search Results

Attachment C: SLF Search Results

Attachment D: CA-MNO-714 Department of Parks and Rec 523 Series Update Forms

References

Bettinger, Robert L.

1980 *Archaeology of the Triple R site, FS-05-04-52-10 (CA-MNO-714), Mono County, California*. Report prepared under U.S. Forest Service Contract No. 43-91W2-8-1384.

BonTerra

2007 *Cultural Resources Assessment Report for the Hidden Creek Crossing Project, Town of Mammoth Lakes, Mono County, California*. Report on file BonTerra Consulting, Inc.

Jackson, Robert J.

1986 *Archaeological Investigations at the Triple R Site (CA-MNO-714).* Report prepared by the Department of Anthropology, University of California, Davis. On file at the Inyo National Forest Headquarters, Bishop, California.

National Park Service

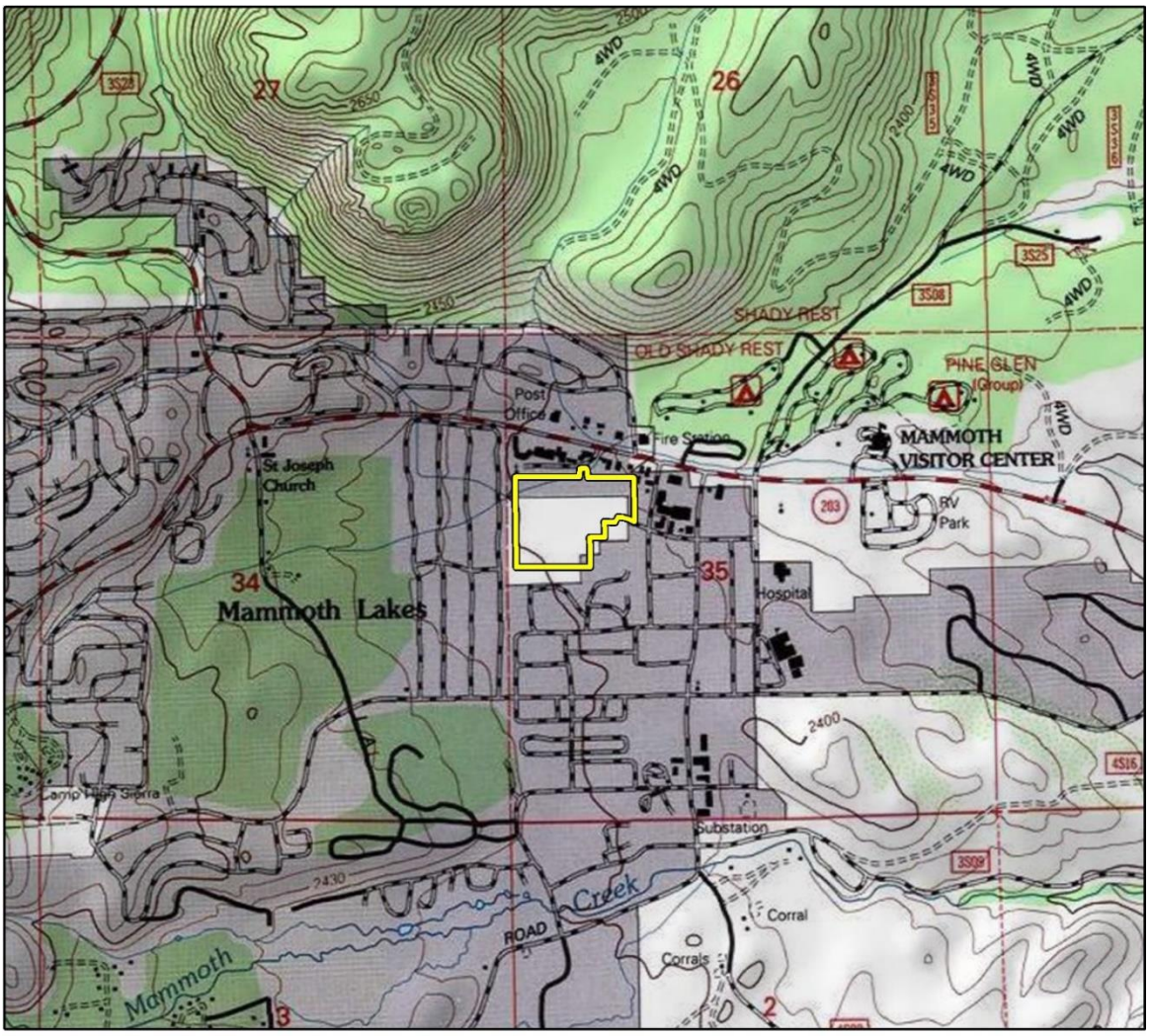
1983 Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines. Electronic document, online at https://www.nps.gov/history/local-law/arch_stnds_9.htm

Nationwide Environmental Title Research, LLC (NETR online)

2020 Aerial photographs and topographic maps of project area. Available online at https://www.historicaerials.com/viewer

Attachment A: Figures

Attachment A: Figures



Imagery provided by National Geographic Society, Esri and its licensors © 2020. Old Mammoth Quadrangle. T03S R27E S34,35. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may havechanged since the original topographic map was assembled.

Project Location

0 1,000 2,000 Feet

N

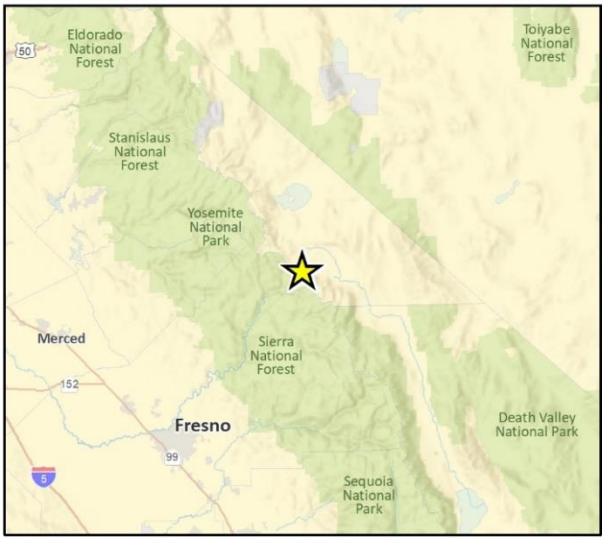


Figure 1. Project Location Map

Attachment A: Figures



Figure 2. Close-up view of pine needles obscuring ground visibility within project site



Figure 3. Close-up view of scrub brush obscuring ground visibility within project site

Attachment A: Figures



Figure 4. Close-up view of exposed soils within project site



Figure 5. Close-up view of bedrock milling feature from CA-MNO-714 within project site

Attachment A: Figures



Figure 6. Overview of graffiti to boulders within project site



Figure 7. Overview of accumulated organic matter on boulders within project site

Attachment B: EIC Records Search Results

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
MN-00028	NADB-R - 1080369; Voided - MF-0285	1978	BETTINGER, ROBERT L.	A PROBABILISTIC SURFACE SURVEY OF THE SAWMILL TIMBER COMPARTMENT, MONO COUNTY, CALIFORNIA	ARCHAEOLOGICAL RESEARCH UNIT, U.C. RIVERSIDE	26-000035, 26-000036, 26-000038, 26-000040, 26-000626
MN-00029	NADB-R - 1080370; Voided - MF-0285	1978	TURNER, A.L, J.P. KING, R. BECKER, and R.H. BROOKS	FINAL REPORT ON THE INTENSIVE ARCHAEOLOGICAL SURVEY OF THE SAWMILL TIMBER SALE COMPARTMENT, MONO COUNTY, CALIFORNIA	ARCHAEOLOGICAL RESEARCH CENTER	26-000035, 26-000036, 26-000038, 26-000040, 26-000574, 26-000621, 26-000622, 26-000626, 26-000648, 26-000824, 26-000825, 26-000826, 26-000827, 26-000828, 26-000829, 26-000830, 26-000831, 26-000832, 26-000833, 26-000834, 26-000835, 26-000836, 26-000837, 26-000840, 26-000841, 26-000842, 26-000843, 26-000844, 26-000845
MN-00035	NADB-R - 1080809; Submitter - UCRARU #390; USFS - 43-91W2-8-1384; Voided - MF-0679	1980	BETTINGER, ROBERT L.	ARCHAEOLOGY OF THE TRIPLE R SITE FS-05-04-52-10 (CA-MNO-714) MONO COUNTY, CALIFORNIA	New York University and Archaeological Research Unit, U. C. Riverside	26-000714
MN-00082	NADB-R - 1081214; USFS - ARR #05-04-0200; Voided - MF-1055	1980	TAYLOR, WILLIAM T.	ARCHAEOLOGICAL RECONNAISSANCE REPORT - FOREST SERVICE FORTY LAND EXCHANGE	INYO NATIONAL FOREST--MAMMOTH RANGER DISTRICT	26-000529
MN-00083	NADB-R - 1081237; USFS - ARR #05-04-0204; Voided - MF-1077	1980	TAYLOR, WILLIAM T.	ARCHAEOLOGICAL RECONNAISSANCE REPORT - MAMMOTH SCHOOL SITE/DEMPSEY EXCHANGE	INYO NATIONAL FOREST--MAMMOTH RANGER DISTRICT	
MN-00088	NADB-R - 1081241; USFS - ARR #05-04-0208; Voided - MF-1081	1980	TAYLOR, WILLIAM	ARCHAEOLOGICAL RECONNAISSANCE REPORT - FIRE STATION/RAYSON EXCHANGE	INYO NATIONAL FOREST--MAMMOTH RANGER DISTRICT	
MN-00140	NADB-R - 1081361; USFS - ARR #05-04-0156; Voided - MF-1194	1980	TAYLOR, WILLIAM T.	ARCHAEOLOGICAL RECONNAISSANCE REPORT - SHADY REST MOTORCYCLE TRAIL	INYO NATIONAL FOREST--MAMMOTH RANGER DISTRICT	26-000832, 26-000847
MN-00164	NADB-R - 1081535; USFS - ARR #05-04-0019; Voided - MF-1361	1975	ROCKWELL, EDWIN C.	ARCHAEOLOGICAL RECONNAISSANCE REPORT - MAMMOTH HOSPITAL SITE	INYO NATIONAL FOREST	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
MN-00177	NADB-R - 1081551; USFS - ARR #05-04-0073; Voided - MF-1375	1978	WITTERS, RANDY	ARCHAEOLOGICAL RECONNAISSANCE REPORT - LAND EXCHANGE: 40 ACRES OFFERED BY STAN HUDEC FOR 12 1/2 ACRES AT MAMMOTH KNOLLS AND 2 1/2 ACRES AT SHADY REST	INYO NATIONAL FOREST	
MN-00231	NADB-R - 1081776; USFS - ARR #05-04-0245; Voided - MF-1586	1982	BURTON, JEFF	ARCHAEOLOGICAL RECONNAISSANCE REPORT - MAMMOTH MOUNTAIN RV PARK, REVELLE/TANNER EXCHANGE (SEC. 36) AND REMAINDER OF THE CORPORATION YARD	INYO NATIONAL FOREST--MAMMOTH RANGER DISTRICT	26-001654, 26-001655
MN-00232	NADB-R - 1084922; USFS - HRR #05-04-546; Voided - MF-1586	1996	MARTIN, DENNIS W.	LETTER REPORT: MAMMOTH RANGER STATION COMPOUND	INYO NATIONAL FOREST	26-003022, 26-003023, 26-003024, 26-003025, 26-003026, 26-003027, 26-003028, 26-003029
MN-00243	NADB-R - 1081814; USFS - ARR #05-04-0262; Voided - MF-1624	1981	TAYLOR, WILLIAM	ARCHAEOLOGICAL RECONNAISSANCE REPORT - MERIDIAN BOULEVARD EXCHANGE	INYO NATIONAL FOREST	
MN-00251	NADB-R - 1081820; USFS - ARR #05-04-0266; Voided - MF-1630	1982	BURTON, JEFF	ARCHAEOLOGICAL RECONNAISSANCE REPORT - SHOT HOLES AND SEISMIC TESTS	INYO NATIONAL FOREST	
MN-00310	NADB-R - 1082152; USFS - ARR #05-04-0342; Voided - MF-1944	1984	LEVULETT, VALERIE A.	NEGATIVE ARCHAEOLOGICAL SURVEY REPORT - ROUTE 203, P.M. 5.9/8.5, MONO COUNTY, CALIFORNIA	CALTRANS, SACRAMENTO	
MN-00463	NADB-R - 1083367; Voided - MF-2962	1990	BURTON, JEFFREY F.	AN ARCHAEOLOGICAL SURVEY OF THE NORTH VILLAGE PROJECT AREA MAMMOTH LAKES, CALIFORNIA	TRANS-SIERRAN ARCHAEOLOGICAL RESEARCH (#19)	26-002480, 26-002481
MN-00464	NADB-R - 1083368; Voided - MF-2963	1990	BURTON, JEFFREY F.	AN ARCHAEOLOGICAL SURVEY OF THE LODESTAR PROPERTY MAMMOTH LAKES, CALIFORNIA	TRANS-SIERRAN ARCHAEOLOGICAL RESEARCH (#20)	26-002482, 26-002483, 26-002484, 26-002485, 26-002486, 26-002487
MN-00465	NADB-R - 1083369; Voided - MF-2963	1989	BURTON, JEFFREY F.	AN ARCHAEOLOGICAL SURVEY OF THE MINARET ROAD EXTENSION MAMMOTH LAKES, CALIFORNIA	TRANS-SIERRAN ARCHAEOLOGICAL RESEARCH (#17)	26-002482
MN-00466	NADB-R - 1083656; Voided - MF-2963	1990	BURTON, JEFFERY F.	ARCHAEOLOGICAL TESTING AT THE MINARET ROAD SITE (CA-RIV-2482) MAMMOTH LAKES, CALIFORNIA	TRANS-SIERRAN ARCHAEOLOGICAL RESEARCH (#25)	26-002482

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
MN-00467	NADB-R - 1084008; Other - 638; Voided - MF-2963	1991	KAUTZ, ROBERT R.	ARCHAEOLOGICAL TESTING PROCEDURES AT SIX SITES IN MAMMOTH LAKES, CA; THE LODESTAR PROJECT	MARIAH ASSOCIATES (MAMMOTH LAKES, CA)	26-002482, 26-002483, 26-002484, 26-002485, 26-002486, 26-002487, 26-003575
MN-00536	NADB-R - 1084009; Submitter - TSAR Project No. 35; Voided - MF-3613	1991	BURTON, JEFFERY F., THOMAS M. ORIGER, and RICHARD E. HUGHES	ARCHAEOLOGICAL TESTING AND SURVEY FOR THE PROPOSED MAMMOTH CREEK PARK AND TRAIL SYSTEM, MAMMOTH LAKES	TRANS-SIERRAN ARCHAEOLOGICAL RESEARCH (#28)	26-000561, 26-002682, 26-002683, 26-002684, 26-002685
MN-00585	NADB-R - 1084339; USFS - CRR NO. 05-04-565; Voided - MF-3889	1992	FAUST, NICHOLAS A.	CULTURAL RESOURCES REPORT, SHADY REST ENTRANCE AND PARKING REORGANIZATION.	INYO NATIONAL FOREST	
MN-00595	NADB-R - 1084350; USFS - CRR NO.05-04-591; Voided - MF-3900	1992	MCCARTNEY, MOLLY	CULTURAL RESOURCES REPORT, MAMMOTH KNOLLS WATER STORAGE TANK (MCWD).	INYO NATIONAL FOREST	
MN-00620	NADB-R - 1084494; Voided - MF-4024	1993	BURTON, JEFFERY	AN ARCHAEOLOGICAL SURVEY OF THE PROPOSED SOUTH GATEWAY LAND EXCHANGE, MAMMOTH LAKES, CALIFORNIA	TRANS-SIERRAN	26-001202, 26-001203, 26-001645, 26-002683, 26-002684, 26-002685, 26-002770, 26-002771, 26-002772, 26-002773, 26-002774, 26-002775, 26-002776, 26-002777, 26-002778, 26-002779, 26-002780, 26-002781, 26-002782, 26-002783, 26-002784
MN-00621	NADB-R - 1085156; Submitter - TSAR Project No. 50; Voided - MF-4024	1997	BURTON, JEFFERY F.	ARCHEOLOGICAL TESTING AT FIVE SITES WITHIN THE PROPOSED SOUTH GATEWAY LAND EXCHANGE, MAMMOTH LAKES, CALIFORNIA	TRANS-SIERRAN ARCHAEOLOGICAL RESEARCH (#42)	26-002770, 26-002772, 26-002773, 26-002774, 26-002775
MN-00629	NADB-R - 1084511; Voided - MF-4033	1993	VALDEZ, SHARYNN-MARIE and NELSON SIEFKIN	ARCHAEOLOGICAL INVENTORY OF THE SOUTHERN CALIFORNIA EDISON OVERHEAD TO UNDERGROUND CONVERSION PROJECT, IN THE CITY OF MAMMOTH LAKES, MONO COUNTY, CALIFORNIA	CULTURAL RESOURCES FACILITY, CSU BAKERSFIELD	26-000003, 26-000561, 26-000906, 26-000907
MN-00748	NADB-R - 1085449; USFS - HRR #05-04-457-1; Voided - MF-4712	1998	FAUST, NICHOLAS	HRR NO. 05-04-457-1: SHADY REST CAMPGROUND THINS.	INYO NATIONAL FOREST	
MN-00809	Other - THP Number: 3-06-03/M003	2006	Early, David E.	An Archaeological Survey Report for the "The Bungalows" Mono County, California	Registered Professional Forester No. 226	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
MN-00830	Submitter - Job #04-049	2005	Peak and Associates, Inc.	Cultural Resource Assessment for the Mammoth Lakes Family Apartments II, Mammoth Lakes, Mono County, California	Peak and Associates, Inc.	
MN-00832		2004	Early, David E.	An Archaeological Survey Report for the Intrawest and Town Timber Harvesting Plan Mono County, California	Author	
MN-00842		2004	Burton, Jeff	Letter Report: Sierra Star Historic Site Evaluation	Trans-Sierran Archaeological Research, Tucson, AZ	26-003575
MN-00853	Other - THP number: 3-05-1/M00-1	2005	Early, David E.	An Archaeological Survey Report for the Fairway 4/5 Town Homes Timber Harvest Plan, Mono County, California	Registered Professional Forester No. 226	
MN-00855		2005	Hall, Sarah Workman	Archaeological Excavations at CA-MNO-2480 (North Village #2), Mammoth Lakes, California	Summit Environsolutions, Inc.	26-002480
MN-00897	Other - USDA Special Use Authorization No. LVC030015T Amendment No. 2	2003	Duke, Curt and Phil Fulton	Archaeological Survey Report: Southern California Edison Pole Nos. 2255197, Trout Circuit, 21442051, and 1930294, Autumn Circuit Mono County, California	LSA Associates, Inc.	
MN-00900	Other - 06-074	2006	Peak and Associates	Cultural Resource Assessment, for the Mammoth Lakes Family, Apartments II, Mammoth Lakes, Mono County, California.	Peak and Associates, Inc	
MN-00918	Submitter - Summit Project No. 1454-003	2007	Johnson, Erika	Cultural Resources Inventory of the Main Street Traffic Signals Project, Mammoth Lakes, Mono County, California	Sunmmit Envirosolutions, Inc.	
MN-00919	Submitter - Summit Project No. 1454-003	2007	Johnson, Erika	Cultural Resources Inventory of the Meridian Boulevard Reconstruction Project, Mammoth Lakes, Mono County, California	Summit Envirosolutions, Inc.	
MN-00920	Submitter - Summit Project No. 1454-003	2007	Johnson, Erika	Cultural Resources Inventory of the North Main Street Frontage Road Rehabilitation Project, Mammoth Lakes, Mono County, California	Summit Envirosolutions, Inc.	
MN-00947	Submitter - SWCA Project No. 13539-191	2008	Robert S. Ramirez and Francesca Smith	Cultural Resources Survey and Evaluation of Built Environmental Resources For the Mammoth Crossing Project, Mammoth Lakes, Mono County, California	SWCA Environmental Consultants, South Pasadena, CA	
MN-00978	Other - EA 09-955048	2004	Jeffrey F. Burton	An Archaeological Survey of Meridian Boulevard, Mammoth Lakes, California	Trans-Sierran Archaeological Research, Tucson, AZ.	26-000529, 26-003749, 26-003750

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
MN-00987	Other - 3-05-2/ moo-2	2005	David E. Early	An Archaeological Survey Report for the 2A Roadway Mono County, California	Registered Professional Forester, Carson City, NV	
MN-00990		2004	Jeffery F. Burton, Mary M. Farrell, Richard E. Hughes, and Thomas M. Origer	Archaeological Testing at the Sierra Star Site (CA-MNO-2487), Mammoth Lakes, California	Trans-Sierran Archaeological Research, Tucson, AZ	26-002487
MN-01019	Other - Project 6085-6087, 7-6000	2008	Jim Latham and Mark Giambastiani	Class III Cultural Resources Inventory for the Replacement of One Utility Pole on the Southern California Edison Reverse Peak 12 kV Line and Three Poles on the Southern California Edison Snowdrift 12 kV Line, Mono County, California	ASM Affiliates, Reno, NV	26-005008, 26-005009, 26-005010

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
MN-01053	Other - Contract No. 06A1106/Expenditure Authorization No. 06-0A7408	2010	Laura Leach-Palm (Far Western), Paul Brady (Far Western), Jay King (Far Western), Pat Mikkelson (Far Western), Libby Seil (Far Western), Lindsay Hartman (Far Western), Jill Bradeen (Far Western), Bryan Larson (JRP), and Joseph Freeman (JRP)	Cultural Resources Inventory of Caltrans District 9 Rural Conventional Highways in Inyo, Eastern Kern, Mono and Northern San Bernardino Counties, Summary of Methods and Findings	Far Western Anthropological Research Group, Inc., Davis, CA and JRP Historical Consulting, LLC	26-000033, 26-000058, 26-000116, 26-000124, 26-000143, 26-000248, 26-000249, 26-000250, 26-000251, 26-000279, 26-000324, 26-000361, 26-000372, 26-000382, 26-000393, 26-000395, 26-000406, 26-000410, 26-000415, 26-000422, 26-000429, 26-000442, 26-000485, 26-000564, 26-000565, 26-000566, 26-000569, 26-000570, 26-000571, 26-000572, 26-000573, 26-000574, 26-000577, 26-000578, 26-000582, 26-000583, 26-000720, 26-000725, 26-000833, 26-000891, 26-000894, 26-000896, 26-001977, 26-001978, 26-001979, 26-001980, 26-001981, 26-001982, 26-002173, 26-002184, 26-002213, 26-002237, 26-002239, 26-002249, 26-002416, 26-002421, 26-002422, 26-002428, 26-002455, 26-002456, 26-002473, 26-002476, 26-002478, 26-002479, 26-002488, 26-002531, 26-002536, 26-002538, 26-002540, 26-002553, 26-002679, 26-002743, 26-002744, 26-002746, 26-002747, 26-002753, 26-002761, 26-002762, 26-002764, 26-002808, 26-002809, 26-002820, 26-002864, 26-002865, 26-002920, 26-002937, 26-002982, 26-003032, 26-003034, 26-003083, 26-003084, 26-003086, 26-003176, 26-003177, 26-003178, 26-003179, 26-003180, 26-003181, 26-003182, 26-003183, 26-003186, 26-003190, 26-003191, 26-003192, 26-003197, 26-003199, 26-003214, 26-003220, 26-003221, 26-003222, 26-003224, 26-003225, 26-003236, 26-003238, 26-003240, 26-003243, 26-003256, 26-003258, 26-003259, 26-003260, 26-003268, 26-003273, 26-003276, 26-003277, 26-003279, 26-003280, 26-003281, 26-003282, 26-003283, 26-003284, 26-003285, 26-003286, 26-003287, 26-003288, 26-003295, 26-003298, 26-003481, 26-003482,

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
						26-003602, 26-003653, 26-003654, 26-003655, 26-003656, 26-003658, 26-003659, 26-003660, 26-003661, 26-003662, 26-003666, 26-003667, 26-003668, 26-003669, 26-003674, 26-003675, 26-003676, 26-003677, 26-003678, 26-003679, 26-003680, 26-003681, 26-003682, 26-003683, 26-003684, 26-003693, 26-003694, 26-003695, 26-003698, 26-003699, 26-003700, 26-003701, 26-003702, 26-003703, 26-003704, 26-003706, 26-003707, 26-003709, 26-003710, 26-003711, 26-003712, 26-003716, 26-003717, 26-003718, 26-003721, 26-003782, 26-003783, 26-003932, 26-003935, 26-004076, 26-004350, 26-004368, 26-004692, 26-005162, 26-005866, 26-005867, 26-005868, 26-005869, 26-005870, 26-005871, 26-005872, 26-005873, 26-005874, 26-005875, 26-005876, 26-005877, 26-005878, 26-005879, 26-005880, 26-005881, 26-005882, 26-005883, 26-005884, 26-005885, 26-005886, 26-005887, 26-005888, 26-005889, 26-005890, 26-005891, 26-005893, 26-005894, 26-005895, 26-005896, 26-005897, 26-005898, 26-005899, 26-005900, 26-005901, 26-005902, 26-005903, 26-005904, 26-005905, 26-005906
MN-01093		2011	Kevin Hunt, John Dietler, and Cheryle Hunt	Cultural Resoucres Constraints Study for the Mammoth View Redevelopment Project	SWCA Environmental Consultants	
MN-01094	Submitter - 13539-191; 2008-59	2008	Robert S. Ramirez and Francesca Smith	Cultural Resources Survey and Evaluation of Historic Built Resources	SWCA Environmental Consultants	
MN-01134		2012	Gregory J. Haverstock	An Expanded Cultural Resource Inventory Report for the Proposed Casa Diablo IV Geothermal Project	BLM Bishop Field Office	26-007379, 26-007380, 26-007381, 26-007382, 26-007383, 26-007384, 26-007385, 26-007387, 26-007388, 26-007389, 26-007390, 26-007391, 26-007392, 26-007393, 26-007394, 26-007395, 26-007396, 26-007397, 26-007399, 26-007400, 26-007402

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
MN-01181		2013	Hubert Switalski and Robert Larkin	Archaeological Survey Report for the Southern California Edison Company Replacement of One Deteriorated Power Pole Structure on the Hurley 12kV Distribution Circuit (TD705839), Mammoth Lakes, Inyo National Forest, Mono County, California	Stantec	
MN-01211	Other - TSAR Project No. 98	2006	Jeffery F. Burton	Archaeological Survey for the MCWD Recycled Water System Mammoth Lakes, California	Trans-Soerran Archaeological Research	
MN-01220		2003	Jeff F. Burton	Letter Report: Archaeological Survey of purposed Mammoth Lakes Exchange Parcels, Inyo National Forest.	Trans-Sierran Archaeological Research	
MN-01236		2003	Jeff Burton	Archaeological Survey of Proposed Improvements to Sierra Park Road	Trans-Sierran Arcaeological Research (TSAR)	
MN-01251		2003	JEFF BURTON	ARCHAEOLOGICAL SURVEY OF PROPOSED MERDIAN BOULEVARD MODIFICATIONS, TOWN OF MAMMOTH LAKES	TRANS-SIERRAN ARCHAEOLOGICAL RESEARCH	
MN-01274		2018	Marry Robbins Wade	Archaeological Evaluation (Phase 2) Report for Site CA-MNO-6033 (P-26-008389), State Route 203 Sidewalk Improvements Project, Phase 3: N.Main Street Between Mountian Road in the Town of Mammoth Lakes, California [09-MNO-203] PM5.1/5.6 EA 0916000013	HELIX Enviornmental Planning, Inc.	26-008389
MN-01276	Other - EA 0916000013	2018	Mary Robbins Wade	Extended Phase I Report for the State Route 203 Sidewalk Improvements Project, Phase 3: N. Main Street Between Mountain Boulevard and Laurel Mountain Road in the Town of Mammoth Lakes, California	HELIX Environmental Planning, Inc.	26-008389

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-26-000529	CA-MNO-000529	USFS - 05-04-52-83	Site	Prehistoric	AP02; AP04; AP15	1980 (W. Taylor, USDA-Forest Service)	MN-00081, MN-00082, MN-00978
P-26-000714	CA-MNO-000714	Other - Shady Rest; USFS - 05-04-52-10 05-AC-04-02	Site	Prehistoric	AP02; AP04	1975 (John Derby and Rocky Rockwell, USDA Forest Services); 1980 (Bettinger R, UCR ARU)	MN-00035
P-26-000847	CA-MNO-000847	USFS - 05-04-51-56; Other - ARR-05-04-156	Site	Prehistoric	AP02	1980 (W.Taylor, USDA Forest Service)	MN-00140, MN-00315
P-26-002480	CA-MNO-002480	Other - North Village # 2	Site	Prehistoric	AP02	1989 (J. Burton, Trans-Sierran Archaeological Research)	MN-00463, MN-00810, MN-00855
P-26-002482	CA-MNO-002482	Other - Lodestar # 1 (Minaret Road # 1)	Site	Prehistoric	AP02	1990 (J. Burton, Trans-Sierran Archaeological Research); 1991 (Robert R. Kautz, Mariah Associates, Inc.)	MN-00464, MN-00465, MN-00466, MN-00467
P-26-002483	CA-MNO-002483	Other - Lodestar # 2	Site	Prehistoric	AP02	1989 (J. Burton, Trans-Sierran Archaeological Research); 1991 (Robert R. Kautz, Mariah Associates, Inc.)	MN-00464, MN-00467
P-26-002484	CA-MNO-002484	Other - Lodestar # 3	Site	Prehistoric	AP02	1989 (J. Burton, Trans-Sierran Archaeological Research); 1991 (Robert R. Kautz, Mariah Associates, Inc.)	MN-00464, MN-00467
P-26-002487	CA-MNO-002487	Other - Lodestar # 6; Other - Fairway 4/5 Town Homes site	Site	Prehistoric	AP02	1989 (J. Burton, Trans-Sierran Archaeological Research); 1991 (Robert R. Kautz, Mariah Associates, Inc.); 2001 (David E. Early, Consulting Forester)	MN-00464, MN-00467, MN-00990
P-26-002770	CA-MNO-002770	Other - South Gateway 1	Site	Prehistoric	AP02	1993 (Jeff Burton and Lynne D'Ascenzo, ARU)	MN-00620, MN-00621
P-26-003022		USFS - 05-04-52-961-H; Other - Mammoth Compound Blgd. 1023	Building	Historic	HP14	1989 (Emilie Martin and Melissa Totheroh, Inyo National Forest)	MN-00232
P-26-003023		USFS - 05-04-52-962-H; Other - Mammoth Compound # 1505	Building	Historic	HP14	1989 (Emilie Martin and Melissa Totheroh, Inyo National Forest)	MN-00232
P-26-003024		USFS - 05-04-52-963-H; Other - Mammoth Compound Blgd. 1504	Building	Historic	HP14	1989 (Emilie Martin and Melissa Totheroh, Inyo National Forest)	MN-00232

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-26-003025		USFS - 05-04-964-H; Other - Mammoth Compound # 1021	Building, Structure	Historic	HP14	1989 (Emilie Martin and Melissa Totheroh, Inyo National Forest)	MN-00232
P-26-003026		USFS - 05-04-52-965-H; Other - Mammoth Compound Blgd. 1007	Building	Historic	HP14	1989 (Emilie Martin and Melissa Totheroh, Inyo National Forest)	MN-00232
P-26-003027		USFS - 05-04-52-966-H; Other - Mammoth Compound Blgd. 2205	Building	Historic	HP14; HP94	1989 (Emilie Martin and Melissa Totheroh, Inyo National Forest)	MN-00232
P-26-003028		USFS - 05-04-52-967-H; Other - Compound wood shed	Structure	Historic	HP14; HP94	1989 (Melissa Totheroh and Emilie Martin, Inyo National Forest)	MN-00232
P-26-003029		USFS - 05-04-52-968-H; Other - Mammoth Compound Line Shack	Structure	Historic	HP14; HP94	1989 (Emilie Martin and Melissa Totheroh, Iny National Forest)	MN-00232
P-26-003575		Other - Lodestar 7	Site	Historic	AH04	1991 (Robert R. Kautz, Mariah Associates, Inc.); 2004 (Jeff and Dan Burton, Trans-Sierran Archaeological Research)	MN-00467, MN-00842
P-26-003727	CA-MNO-003497	Other - SWH-1	Site	Prehistoric	AP02	2001 (S. W. Hall, Summit Envirosolutions, Inc.)	
P-26-004205		Other - RV Park West Isolate 1	Site	Prehistoric	AP02	2003 (Jeff Burton, Trans-Sierran Archeological Research)	
P-26-004215	CA-MNO-003749	Other - MB-1	Site	Prehistoric	AP02	2003 (Burton, Jeff, Ron Beckwith, and Jim Burton, Trans-Sierran Archaeological Research)	
P-26-004216	CA-MNO-003750	Other - MB-2	Site	Prehistoric	AP02	2003 (Burton, Jeff, Ron Beckwith, and Jim Burton, Trans-Sierran Archaeological Research)	
P-26-004217		Other - MB Isolate 1	Other	Prehistoric	AP02	2003 (Burton, Jeff, Ron Beckwith and Jim Burton, Trans-Sierran Archaeological Research)	
P-26-005009		Other - IF-2	Other	Prehistoric	AP02	2007 (Latham, J., ASM Affiliates, Inc.)	MN-01019
P-26-005088		Other - Ullr Lodge	Building	Historic	HP05; HP06	2008 (Ramirez, Robert and Francesca Smith, SWCA Environmental Consultants)	
P-26-006603	CA-MNO-004955	Other - OD-7	Site	Prehistoric	AP02	2011 (D.Smith, M.Hamilton, T.Murphy, M.Hyland, Chambers Group, Inc.)	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-26-006604	CA-MNO-004956	Other - OD-008	Site	Prehistoric	AP02	2011 (D.Smith, M.Hamilton, T.Murphy, M.Hyland, Chambers Group, Inc.)	
P-26-007393	CA-MNO-005287	Other - CD4-S8	Site, Element of district	Prehistoric	AP02	2012 (D. Christensen and H. Fortney, Bureau of Land Management, Bishop Field Office)	MN-01134
P-26-007962		Other - LSA-SCE1303CWA437-I-2	Other	Prehistoric	AP16	2014 (R. McLean, N. Brodie, LSA Associates)	
P-26-008389	CA-MNO-006033	Other - Mammoth-2	Site	Prehistoric	AP02	2016 (Kristina Davison, Mary Villalobos, Carrie Wills, HELIX Environmental Planning); 2017 (Kristina Davison, Mary Villalobos, Carrie Wills, HELIX Environmental Planning)	MN-01274, MN-01276

Attachment C: SLF Search Results

NATIVE AMERICAN HERITAGE COMMISSION

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Luiseño

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May 26, 2020

Breana Campbell-King, MA, RPA

Rincon Consultants, Inc.

Via Email to: bcampbell@rinconconsultants.com

Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, Shade Rest Project, Mono County

Dear Ms. Campbell-King:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

    - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
    - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
    - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
    - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez

Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Mono County
5/26/2020

Utu Utu Gwaitu Tribe of the Benton Paiute Reservation
Tina Braitewaite, Chairperson
555 Yellow Jacket Road / 25669 Hwy. 6, PMB 1
Benton, CA, 93512
Phone: (760) 933 - 2321
Fax: (760) 933-2412
t.braithwaite@bentonpaiutereservation.org
Paiute

Big Pine Paiute Tribe of the Owens Valley
Danelle Gutierrez, Tribal Historic Preservation Officer
P.O. Box 700
Big Pine, CA, 93513
Phone: (760) 938 - 2003
Fax: (760) 938-2942
d.gutierrez@bigpinepaiute.org
Paiute-Shoshone

Big Pine Paiute Tribe of the Owens Valley
James Rambeau, Chairperson
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Paiute-Shoshone

Big Pine Paiute Tribe of Owens Valley
Sally Manning, Environmental Director
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Paiute-Shoshone

Bishop Paiute Tribe
Allen Summers, Chairperson
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Bishop, CA, 93514
Phone: (760) 873 - 3584
Fax: (760) 873-4143
Paiute-Shoshone

Bridgeport Paiute Indian Colony
John Glazier, Chairperson
P.O. Box 37
Bridgeport, CA, 93517
Phone: (760) 932 - 7083
Fax: (760) 932-7846
chair@bridgeportindiancolony.com
Paiute

Mono Lake Indian Community
Charlotte Lange, Chairperson
P.O. Box 117
Big Pine, CA, 93513
Phone: (760) 938 - 1190
char54lange@gmail.com
Mono
Paiute

Walker River Reservation
Melanie McFalls, Chairperson
P.O. Box 220
Schurz, NV, 89427
Phone: (775) 773 - 2306
Fax: (775) 773-2585
Northern Paiute

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65352.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed Shade Rest Project, Mono County.

Attachment D: CA-MNO-714 DPR 523 Series Update Forms

***Recorded by:** Rincon Consultants, Inc. ***Date:** 10/12/2020 ☐ Continuation ■ Update

Description:

Rincon Consultants, Inc. (Rincon) conducted a pedestrian survey as part of the Parcel Project within and near the previously recorded location of resource P-26-000714. The resource is a prehistoric site comprised of lithic scatter and bedrock milling features. Vegetation around the site includes Lodgepole Pine, Jeffrey Pine, White Fir, Aspen, sagebrush, and bitterbrush. The soil consists of ash flow over glacial till. Features of the site include six boulders with milling features; two are a combination of a mortar and slick and four are single slicks. Other artifacts associated with the site include bifaces, preforms, drills, unifaces, cores, and debitage.

Initially recorded in 1975, resource CA-MNO-714 was subject to excavations in 1980 (Bettinger) and 1986 (Jackson). A 2007 study of the site concurred with previous findings (Jackson 1986), recommending CA-MNO-714 ineligible for listing in the NRHP and CRHR (BonTerra 2007).

The current survey relocated one of the bedrock milling features (Figure 1) from the previously documented and evaluated CA-MNO-714. However, no other milling features or associated artifacts were relocated due to lack of ground visibility and extensive disturbance to boulders including graffiti, exfoliation from weathering, and the accumulation of organic matter (Figure 2 and Figure 3).

References:

Bettinger, Robert L.

1980 Archaeology of the Triple R site, FS-05-04-52-10 (CA-MNO-714), Mono County, California. Report prepared under U.S. Forest Service Contract No. 43-91W2-8-1384.

BonTerra

2007 Cultural Resources Assessment Report for the Hidden Creek Crossing Project, Town of Mammoth Lakes, Mono County, California. Report on file BonTerra Consulting, Inc.

Jackson, Robert J.

1986 Archaeological Investigations at the Triple R Site (CA-M-714). Report prepared by the Department of Anthropology, University of California, Davis. On file at the Inyo National Forest Headquarters, Bishop, California.

Report Citation:

Rincon Consultants, Inc.

2020 Cultural Resources Technical Memorandum for the Parcel Project, Town of Mammoth Lakes, Mono County, California. Rincon Project No. 20-09650. Report on file at the Eastern Information Center, University of California, Riverside.

***Recorded by:** Rincon Consultants, Inc. ***Date:** 10/12/2020 ☐ Continuation ■ Update

Figure 1. Overview of bedrock milling feature from CA-MNO-714



Figure 2. Overview of graffiti to boulders



Figure 3. Overview of accumulated organic matter on boulders



Appendix E
Geotechnical Investigation

June 2, 2004 Project No. 3.00669.4

Mammoth Land and Development Company LLC.
3151 Airway Avenue, Suite 1
Costa Mesa, California 92626

ATTN: Ms. Sharon Etchegoyen

Subject: **PRELIMINARY GEOTECHNICAL INVESTIGATION**
Hidden Creek Crossing (Shady Rest)
Mammoth Lakes, California

Dear Ms. Etchegoyen:

In accordance with your authorization of our proposal dated March 4, 2004, we herein submit the results of our preliminary geotechnical investigation for the proposed Hidden Creek Crossing (Shady Rest) project. The purpose of this study was to assess the geotechnical constraints to development (if any) and provide geotechnical recommendations relative to the future development of the proposed project.

As part of this study, a Base Map prepared by Triad/Holmes Associates (8/25/03) as well as Concept and Development Area drawings prepared by Perkins Design Associates (3/2004) were reviewed. This investigation however, is considered preliminary as final grading and foundation plans are currently not available. Sierra Geotechnical Services Inc. (SGSI) should review grading and foundation plans prior to construction in order to assure that they are in conformance with this report; some of the geotechnical recommendations contained herein may need to be revised after reviewing.

We appreciate the opportunity to be of service to you. Should you have any questions regarding this report, please do not hesitate to contact us.

Respectfully,

SIERRA GEOTECHNICAL SERVICES, INC.

Thomas A. Platz
President
PE C41039

Joseph A. Adler
Senior Geologist
CEG 2198

jaa:tap

(4) addressee

PRELIMINARY GEOTECHNICAL INVESTIGATION

FOR

HIDDEN CREEK CROSSING (SHADY REST)
MAMMOTH LAKES, CALIFORNIA

JUNE 2, 2004
PROJECT NO. 3.00669.4

Prepared By:

SIERRA GEOTECHNICAL SERVICES, INC.
P.O. Box 5024
Mammoth Lakes, California 93546
(760) 934-3992

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APPENDIX C	SEISMIC ANALYSIS AND UNIFORM BUILDING CODE SEISMIC DESIGN PARAMETERS
APPENDIX D	EARTHWORK AND GRADING RECOMMENDATIONS AND DETAILS

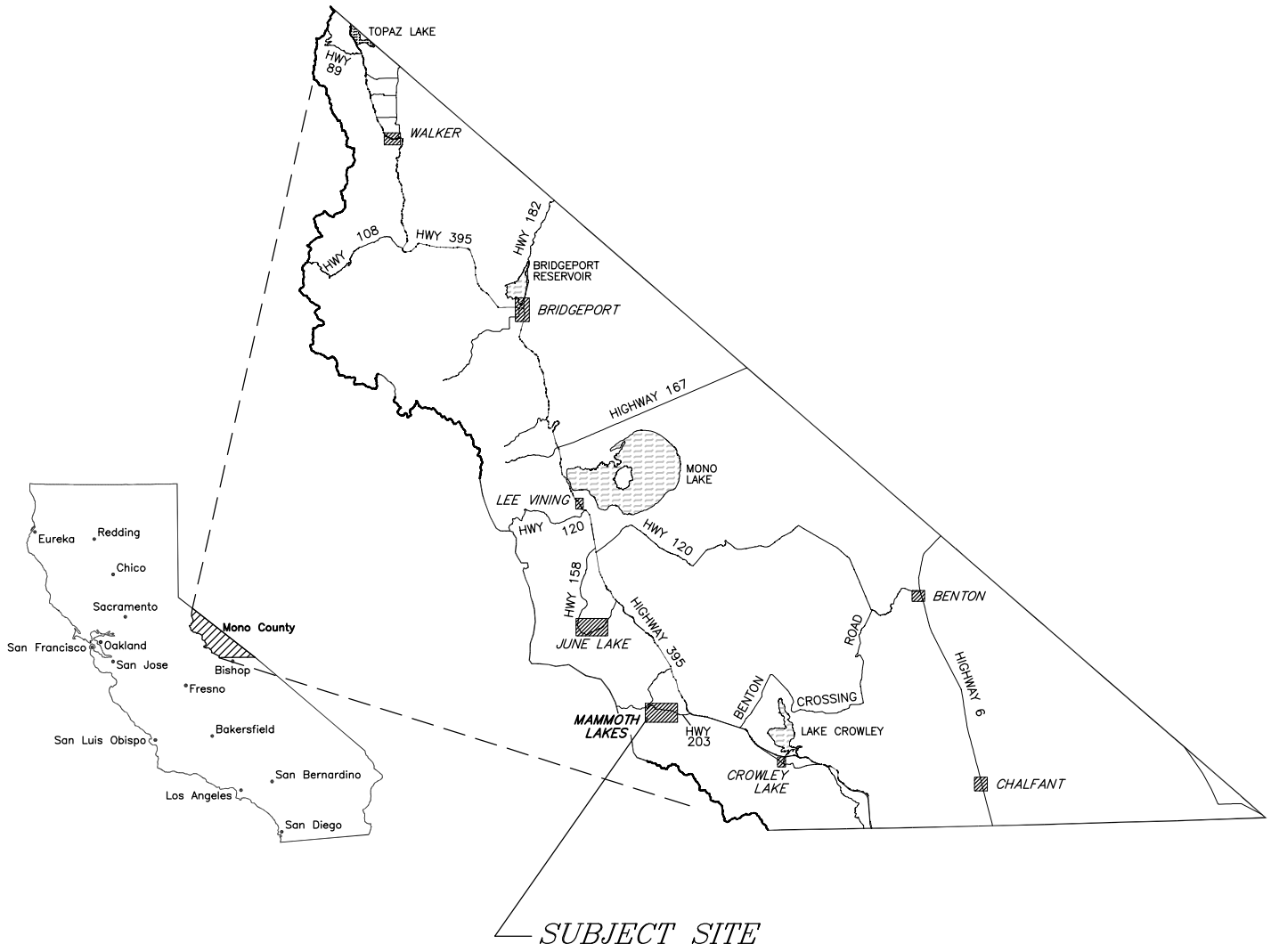
1. PURPOSE AND SCOPE

This report presents the results of a preliminary geotechnical investigation for the proposed Hidden Creek Crossing (Shady Rest) project to be located approximately one block south of Main Street (California State Highway 203) and approximately 2 blocks west of Old Mammoth Road in Mammoth Lakes, California (Figures 1 and 2). The purpose of this study was to assess the geotechnical constraints to development (if any), and provide geotechnical recommendations relative to the future development of the proposed project.

The scope of this investigation included a review of stereoscopic aerial photographs, readily available published and unpublished geologic literature, a subsurface field investigation, laboratory testing of representative soil samples obtained during our field investigation, geologic and geotechnical evaluation and analysis of the collected field and laboratory data, and preparation of this report presenting the results of our findings, conclusions, geotechnical recommendations for site grading, and construction considerations for the proposed development.

The field investigation was performed on April 13, 2004 and included the excavation of twelve test pits in the proposed construction areas. The test pit excavations were performed with a Case 580 Backhoe equipped with a 24-inch bucket. A geologist from our office logged the excavations as they were advanced. In-place density tests and bulk samples of the soils encountered were obtained during the field investigation. Results of the in-place nuclear density tests are presented on the logs of the exploratory test pits, Appendix A. Approximate locations of the exploratory test pits are shown on the Subsurface Geotechnical Map (Figure 3). Details of the laboratory testing are presented in Appendix B.

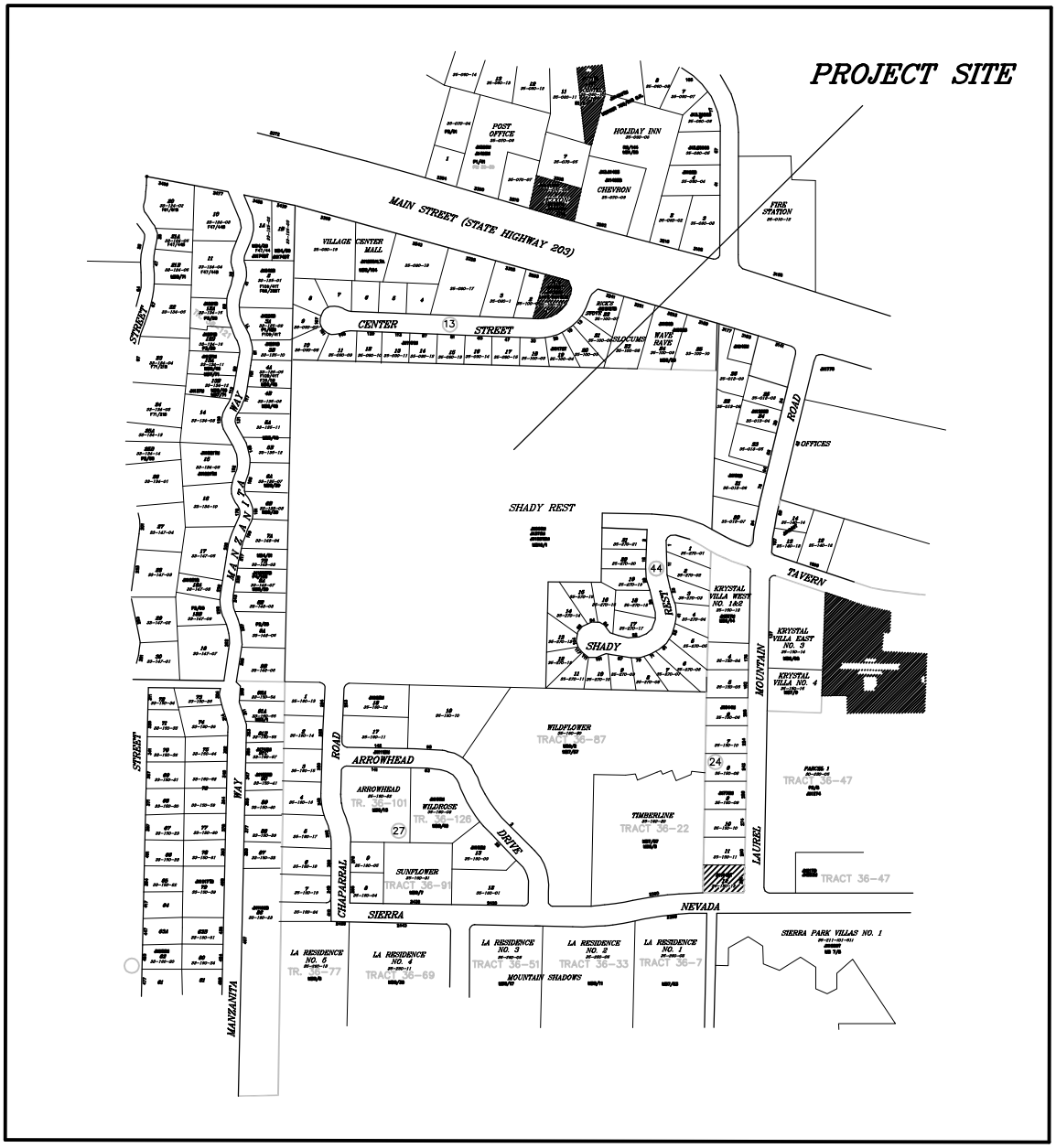
After the test pits were excavated and logged, they were loosely backfilled with the excavated soil and not compacted to the requirements typically specified for engineered fill. The test pit backfill material should be removed and compacted in accordance with the earthwork recommendations contained within this report, prior to construction in these areas. If the backfill materials are left “as-is” structures located over these areas may experience some degree of settlement.



NOT TO SCALE

PROJECT: **REGIONAL MAP** HIDDEN CREEK CROSSING (SHADY REST)	
SCALE: NTS	DATE: 6/2004
DRAWING: FIG1.DWG	DRAWN BY: JAA
JOB NO.: 3.00669.4	FIGURE: FIGURE 1

Sierra Geotechnical Services



NOT TO SCALE

PROJECT: **VICINITY MAP** HIDDEN CREEK CROSSING (SHADY REST)	
SCALE: NTS	DATE: 6/2004
DRAWING: FIG2.DWG	DRAWN BY: JAA
JOB NO.: 3.00669.4	FIGURE: FIGURE 2

Sierra Geotechnical Services

2. SITE DESCRIPTION

The approximate 25-acre project site is located approximately one block south of Main Street (California State Highway 203) and approximately 2 blocks west of Old Mammoth Road in Mammoth Lakes, California (Figure 2). The subject site slopes gently (gradients less than 10-percent) downslope from the southwest to northeast and surface topography ranges from approximately 7877' MSL to 7841' MSL. The site is bounded by commercial parcels to the north, residential properties to the west, east, south and southeast. Access to the site is gained from Center Street to the north, Tavern Road to the east, and Chaparral Road to the south.

Two seasonal flowing creeks traverse the project site. One drainage runs from the southern property boundary toward the northeast where it is intercepted by an existing drainage culvert located under Center Street. The other drainage runs from near the southeastern property boundary toward the same existing drainage culvert located under Center Street. Vegetation on the site includes indigenous pines, aspens, grasses and sagebrush.

3. PROPOSED DEVELOPMENT

It is our understanding that the proposed development is zoned as affordable housing and that residential structures will be constructed on-site. Of the approximate 25-acres, we understand that 19.3 acres will be divided into five development areas. The remaining 5.5 acres are to be designated wetland and buffer areas.

Approximately 518 residential units are proposed within the five development areas and will include the construction of multi-family affordable housing and workforce housing, allocated to at least twelve, 3 to 4-story buildings with at grade parking. Several single-family lots, at least 1, single-story recreational building, a swimming pool, paved roadways and access drives, utilities and other associated appurtenances are also proposed.

Construction will likely consist of wood-frame structures with continuous and/or isolated spread footing foundations, raised wood floors, and concrete slab-on-grade garages. Grading is expected to be minor with the building situated at or near existing grade. However, as previously noted, detailed plans for construction and grading are currently not available. Anticipated finish grade elevations - and the amount of site grading - may be subject to

change. SGSI should review grading and foundation plans prior to construction in order to assure that they will be in conformance with our recommendations.

4. AERIAL PHOTOGRAPHIC REVIEW

Prior to our field investigation, we acquired and reviewed aerial photographs to assist in our evaluation of geomorphic features that could be indicative of geologic hazards at the property. Details from the earliest available photographs (1944) did not show any evidence of lineations, scarps, or other ground-surface fault, landslide, or recent avalanche related features.

5. GEOTECHNICAL AND GEOLOGIC SITE CONSTRAINTS

Geotechnical constraints to development include the potential for moderate ground shaking (M_w~6.6) along the nearby Hartley Springs fault located approximately 2.3 km west of the subject parcels. The above concern is addressed in the site seismicity section (see Sections 8 and 9) of this report.

6. GEOLOGY AND SUBSURFACE CONDITIONS

The project site is located at the southwestern edge of the Long Valley caldera near the eastern flank of the Sierra Nevada. The caldera (collapsed volcano) is an east-west elongate, oval depression formed approximately 760,000 years ago with continued volcanic activity to the present (Bailey, 1989). The pre-volcanic basement rock in the Mammoth Lakes area is predominantly Mesozoic granitic rocks of the Sierra Nevada batholith. The batholith is a series of intrusions that displaced overlying ancient sedimentary sea floor rocks (roof pendants) during the Jurassic and Cretaceous Periods. Piedmont glaciation occurred throughout the Pleistocene leaving a mantle of glacial till covering the basement and volcanic rocks throughout the area now occupied by the Town of Mammoth Lakes.

As observed during this investigation, 3 general soil types underlie the site, consisting of Topsoil/Colluvium, and Glacial Till Deposits. Logs of the subsurface conditions encountered in exploratory test pits are provided in Appendix A. Generalized descriptions of the materials encountered during this investigation follow.

6.1 Topsoil (Unmapped)

Topsoil was encountered in all the test pits to an approximate depth of 1-foot below existing grades. In general, the topsoil consisted of a dark brown to dark grayish-brown and brown, moist, loose, silty, very fine to coarse-grained SAND (Unified Soil Classification Symbols: SM), with abundant roots, and few cobble clasts and boulders to approximately 12-inches diameter.

6.2 Alluvium (Qal)

Alluvial deposits were encountered in all the test pits below the topsoil. In general, the alluvial deposits consisted of a light brown to reddish-brown, moist, loose, silty, very fine to coarse SAND (SP, and SP-SM) with few to abundant roots, and abundant cobble clasts and boulders to approximately 42-inches diameter. The alluvial deposits were observed to be approximately 1 to 3½-feet thick.

6.3 Glacial Till (Qt)

Glacial Till deposits were encountered in all the test pits below alluvium. In general, the Glacial Till deposits consisted of a gray to light reddish-brown, moist to wet, medium dense to dense, very fine to coarse SAND (SM, and SP-SM) with few to abundant gravels, cobble clasts and boulders to approximately 24-inches diameter. The thickness of the Glacial Till deposits was not determined during this investigation.

6.4 Groundwater

According to California Department of Water Resources, Southern District, Mammoth Basin Water Resources Environmental Study Final Report (California Department of Water Resources, 1973), the generalized static groundwater level is approximately 100-feet below the ground surface with a gradient dipping due east. Therefore, it is not anticipated that a permanent groundwater table will be at depths shallow enough to impact site grading and construction. However, slight to moderate groundwater seepage was observed in test pits TP-4, TP-7, TP-9, and TP-11 which indicates that seasonally high and temporarily perched groundwater from snowmelt can be

anticipated on the site. Groundwater levels in the Mammoth Lakes area are known to fluctuate seasonally. Excavations completed in the spring and early summer should anticipate some seepage. Temporary "nuisance" groundwater may reach depths seasonally whereby it should be intercepted by a permanently installed subdrain or footing perimeter drain system.

7. FAULTING

Our discussion of faults on the site is prefaced with a discussion of California legislation and state policies concerning the classification and land-use criteria associated with faults. By definition of the California Geological Survey, an "active fault" is a fault that has had surface displacement within Holocene time (about the last 11,000 years); hence constituting a potential hazard to structures that might be located across it. This definition is used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazards Zones Act of 1972, which is detailed in the California Geological Survey Special Publication SP-42 (Hart and Bryant, 1999). The intent of this act is to assure that unwise urban development does not occur across the traces of active faults. Based on our review, the site is not located within any "Earthquake Fault Zones" or Alquist-Priolo Hazard Zones as identified in this document.

8. SITE SEISMICITY

Site coordinates of latitude 37.6462° north and longitude 118.9709° west were estimated using the computer program **Topozone.com**. The computer programs **EQFAULT** and **EQSEARCH** (Blake, 2000) were used to estimate peak horizontal accelerations from regional faults and tabulate data from historical earthquakes.

A deterministic seismic analysis was performed within a 100 km radius of the site using the computer program **EQFAULT** (Blake, 2000). The results of the analysis indicate that the peak ground acceleration estimated for a maximum earthquake event within the specified radius is 0.46g. This acceleration represents deterministic peak ground accelerations and could occur from a magnitude 6.6 (Mw) earthquake on the Hartley Springs fault located approximately 2.3 km northwest the site. The Hilton Creek Fault, located approximately 9.1 km from the site could produce a magnitude 6.7 (Mw) earthquake resulting in a peak horizontal ground acceleration of 0.29g at the site. The tabulated results of the deterministic seismic analysis are

presented in Appendix C. The Fault Location Map, which depicts active faults within a 100 km radius of the site, is also presented in Appendix C.

The computed maximum site acceleration within a 100 km radius of the site was derived from **EQSEARCH** (Blake, 2000) during the time period of 1800 to 2004. The largest estimated site acceleration based on the Boore et al. (1997) model, was 0.25g, which occurred during the Mammoth Lakes Earthquake of January 7, 1983. This earthquake was located approximately 3.8 km from the site. The Modified Mercalli Intensity and earthquake magnitude were IX and 5.7 (M_w) respectively. The largest earthquake recorded within the specified distance and time period was a magnitude 6.6 (M_w) earthquake (Modified Mercalli Intensity of VII) which occurred in The Owens Valley on April 11, 1872. A site acceleration of 0.09g was estimated from this earthquake which was located approximately 45 km from the site.

The tabulated results of the historical analysis are presented in Appendix C. The Earthquake Epicenter Map, which depicts the epicenters and magnitudes of historical earthquakes that have affected the site, a Earthquake Recurrence Curve, and a plot depicting Earthquake Events versus Magnitude also presented in Appendix C.

The computer program **FRISKSP** (Blake, 2000) was used to perform a probabilistic analysis of seismicity at the subject site. The probabilistic analysis was used to define the Upper-Bound and Design Basis Earthquakes at the site for use in structural design. These results as well as Probability of Exceedance versus Acceleration graphs, and Return Period versus Acceleration graphs are presented in Appendix C. Based on the results of the probabilistic analysis, the Upper-Bound Earthquake (Non-Magnitude Weighted) for the site, defined as the ground motion that has a 10 percent chance of exceedance in 100 years, with a statistical return period of ~ 949 years, is 0.45g. The Design Basis Earthquake (Non-Magnitude Weighted) for the site, defined as the ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of ~ 475 years, is 0.35g.

8.1 Seismic Design Criteria

Table 1 presents the Seismic Parameters for use in preparing a Design Response Spectra for the site. The program used to obtain the seismic parameters is UBCSEIS which is based upon the 1997 Uniform Building Code (UBC) and 2001 California

Building Code (CBC). The results of the UBC Seismic Design Parameters as well as the Design Response Spectra are presented in Appendix C.

TABLE 1

UBC-CHAPTER 16 TABLE NO.	SEISMIC PARAMETER	RECOMMENDED VALUE
16-I	Seismic Zone Factor Z	0.4
16-J	Soil Profile Type	S_C
16-Q	Seismic Coefficient C_a	0.51
16-R	Seismic Coefficient C_v	0.87
16-S	Near Source Factor N_a	1.3
16-T	Near Source Factor N_v	1.6
16-U	Seismic Source Type	B

The subject site is situated in Seismic Zone 4 (Z=0.4) based on the 1997 UBC, and the 2001 CBC. A geologic subgrade type S_C, "soft-rock or very dense soil" was assumed for the site based upon previously existing seismic compression & shear refraction surveys, conducted in close proximity to the site (Sierra Geotechnical Services, 2004; Chase, 1972).

The Boore et al (1997) NEHRP C (520) acceleration-attenuation relation was used to estimate ground accelerations at the site based upon the shear wave velocity data. The seismic coefficients of acceleration and velocity C_a and C_v, as derived from the soil profile type and seismic zone factor, are 0.51 and 0.87 respectively.

The distance between the site and the nearest active fault is greater than 2 km but less than 5 km; therefore the near-source acceleration and velocity factors N_a and N_v are 1.3 and 1.6 respectively. The nearest known active fault is the Hartley Springs fault located approximately 2.3 km northwest of the site. The Hartley Springs fault is a Type B Seismic Source.

Conformance to the above criteria for strong ground shaking does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur during a large magnitude earthquake. Design of structures should comply with the requirements of the governing jurisdictions, building codes, and standard practices of the Association of Structural Engineers of California. A Design Civil or Structural Engineer in conjunction with the State Architect should determine what level of risk is acceptable for the project considering the recommendations contained in this report, economics, and safety.

9. SECONDARY EARTHQUAKE EFFECTS

Secondary effects that can be associated with severe ground shaking following a relatively large earthquake include ground lurching, faulting and shallow ground rupture, soil lurching liquefaction, seiches and tsunamis, avalanches (rockfall and snow). These secondary effects of seismic shaking are discussed in the following sections.

9.1 Shallow Ground Rupture

Ground surface rupture results when the movement along a fault is sufficient to cause a gap or break along the upper edge of the fault zone on the surface. Our review of available geologic literature indicated that there are no known active, potentially active, or inactive faults that transect the subject site. The nearest known active regional fault is the Hartley Springs fault. The closest projected trace for this fault zone is located approximately 2.3 km northwest of the site.

9.2 Soil Lurching

Soil lurching refers to the rolling motion on the ground surface by the passage of seismic surface waves. Effects of this nature are likely to be most severe where the thickness of soft sediments varies appreciably under structures. In its present condition, the potential for lurching below the proposed structures is considered low to moderate due to the existence of potentially compressible soils within the upper few feet of material below existing grades. The potential for lurching may be greatly reduced if the

potentially compressible soils, present on site, are removed and properly compacted during grading, as per the earthwork recommendations provided herein.

9.3 Liquefaction

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils below a near-surface groundwater table are most susceptible to liquefaction. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soil to behave as a viscous liquid. This effect may be manifested at the ground surface by settlement and, possibly, sand boils where insufficient confining overburden is present over layers. In order for the potential effects of liquefaction to be manifested at the ground surface, the soils generally have to be granular, loose to medium-dense and saturated relatively near the ground surface, and must be subjected to ground shaking of a sufficient magnitude and duration.

Based upon local water well records (see section 6.4) the generalized static groundwater level is approximately 100-feet below the ground surface with a gradient dipping due east. The saturated soils conditions observed during the investigation are likely the result of snow-melt runoff and therefore seasonal. The potential for liquefaction to occur at the subject site is considered low given the lack of a permanent water table and the medium dense to dense nature of bearing soils present on site.

9.4 Dynamic Settlement

Portions of the shallow granular on-site soils may be loose and susceptible to dynamic settlement if strongly shaken by the design level earthquake. The potential for dynamic settlement will be greatly reduced if the loose and compressible soils near the surface are removed and properly compacted in accordance with the earthwork and grading recommendations contained within this report.

9.5 Seiches and Tsunamis

The potential for tsunamis and seiches as the result of the design level earthquake in a nearby fault are considered non-existent, due to the distance of the ocean or large open bodies of water from the project site.

9.6 Avalanches (Rockfall and Snow)

Avalanches can occur as a result of moderate to large earthquakes in Alpine terrain, which can cause rock and snow to move vertically and laterally downslope. These hazards typically affect structures which are located at the base of slopes or within close proximity to the area of flow. The potential for rockfall or snow avalanches to occur at the subject site is considered low, given the proximity of the site to a relatively steep slope area.

10. LANDSLIDES

Evidence of past landslides was not observed either during aerial photographic review or in the field.

11. VOLCANIC HAZARDS

The area of eastern California that includes the Long Valley Caldera and the Mono-Inyo Craters volcanic chain has a long history of geologic activity that includes earthquakes and volcanic eruptions. Studies within this area indicate that massive eruptions of the size that accompanied formation of Long Valley Caldera approximately 760,000 years ago are extremely rare (none have occurred during the period of written human history). Currently, there is no evidence that an eruption of such catastrophic proportions might be forming beneath the Long Valley caldera (Miller, 1985; 1989).

A small to moderate volcanic eruption could occur however; somewhere along Mono-Inyo Craters volcanic chain producing pyroclastic flows and surges, as well as volcanic ash and pumice fallout, which could significantly impact the subject site. The odds however, of such an eruption are roughly one in a thousand in a given year (Miller, 1985; 1989).

12. CONCLUSIONS

Based on the results of this investigation, it is our opinion that the construction of the proposed project is feasible from a geotechnical standpoint provided the following recommendations are incorporated into the design and construction. The following sections discuss the principal geotechnical concerns affecting site development and grading and provide preliminary grading and foundation design recommendations which should be implemented during site development to mitigate site geologic constraints. However, implementation of these recommendations and adherence to the 1997 UBC, and the 2001 CBC, does not preclude property damage during or following a significant seismic event.

- The proposed development is feasible from a geotechnical standpoint and may be constructed as planned provided the recommendations contained within this report are incorporated into the design and construction.

- There are no known active, potentially active, or inactive faults that transect the subject site. Evidence of past soil failures, landslides, or active faulting on the site was not encountered. Seismic hazards at the site may be caused by ground shaking during seismic events on regional active faults. The nearest known active regional fault is the Hartley Springs fault located approximately 2.3 km northwest of the site.

- Based on the results of the probabilistic analysis, the Upper-Bound and Design Basis Earthquakes for the site yielded peak ground accelerations of 0.45g and 0.35g respectively.

- The project consultants and the Client should discuss various seismic design parameters and decide upon an appropriate design value based upon their seismic performance goals. A design value of 0.35g is the lowest value that should be considered.

- A volcanic eruption could occur somewhere along Mono-Inyo Craters volcanic chain producing pryoclastic flows and surges, as well as volcanic ash and pumice fallout, which could significantly impact the subject site. The odds however, of such an eruption are roughly one in a thousand in a given year (Miller, 1985; 1989).

- To mitigate against differential settlement below the structures, approximately 3 to 4-feet of "unsuitable" topsoil and alluvial deposits should be removed from below and to approximately 5-feet beyond any building footprints. The Subsurface Geotechnical Map (Figure 3) includes the approximate depths of the unsuitable soils as observed during the field investigation.

- For the roadways and other improvements a two-foot removal is recommended depending on site conditions (i.e. depth of root zone, and depth of disturbance which may have locally deeper removal depths).

- Slight to moderate groundwater seepage was encountered within the test pit excavations at depths ranging from approximately 3 to 9-feet below existing grade. Excavations completed in the spring and early summer may encounter some seepage. Groundwater and/or saturated soils should be anticipated during this time period and mitigated for during construction. Mitigation measures may include a permanently installed subdrain or footing perimeter drain system.

- Site soils encountered during our field investigation generally consist of medium dense to dense, silty, fine to coarse-grained sands, with abundant cobble clasts and large boulders to approximately 42-inches diameter.

- In general, excavations at the site should be achievable using standard earthmoving equipment.

13. RECOMMENDATIONS

The following recommendations should be adhered to during site development. These recommendations are based on empirical and analytical methods typical of the standard of practice in California. If these recommendations appear not to cover any specific feature of the project, please contact our office for additions or revisions to the recommendations.

13.1 Geotechnical Review

Geotechnical review is of paramount importance in engineering practice. The poor performance of many foundation and earthwork projects has been attributed to inadequate construction review. Sierra Geotechnical Services, Inc. should be provided the opportunity to review the following items or we waive all liability for any and all geotechnical issues associated with grading or construction relative to the subject site.

13.1.1 Plan and Specification Review

Detailed plans for construction and grading were not available at the time of this report. SGSI should review grading and foundation plans prior to construction in order to assure that they are in conformance with this report; some of the recommendations contained herein may need to be revised after reviewing.

13.2 Earthwork

Earthwork should be performed in accordance with the General Earthwork and Grading Specifications in Appendix D and the following recommendations. The recommendations contained in Appendix D are general grading specifications provided for typical grading projects. Some of the recommendations may not be strictly applicable to this project. The specific recommendations contained in the text of this report supersede the general recommendations in Appendix D. The contract between the developer and earthwork contractor should be worded such that it is the responsibility of the contractor to place the fill properly in accordance with the recommendations of this report and the specifications in Appendix D notwithstanding the testing and observation of the geotechnical consultant.

13.2.1 Site Preparation

Prior to grading, the proposed structural improvement areas (i.e. all structural fill, pavements areas and structural building, etc.) of the site should be cleared of surface and subsurface obstructions, including vegetation. Vegetation and debris should be disposed of off site. Holes resulting from removal of buried obstructions, which extend below the recommended removal depths described herein or below finished site grades (whichever is lower) should be filled with properly compacted soil. Should existing underground utilities be encountered they should be completely removed and properly backfilled. Alternatively if the utility is not within the influence zone of the foundation it may be abandoned in place by fully grouting the pipe**.**

13.2.2 Removals and Compaction

Within the construction areas, the near surface "unsuitable soils" should be removed from approximately 3 to 4-feet below and to approximately 5-feet beyond any building footprints. The Subsurface Geotechnical Map (Figure 3) includes the approximate depths of the unsuitable soils as observed during the field investigation. Removals and Compaction recommendations are provided in Appendix D.

For the paved roadway, parking areas and other improvements a one-foot removal is recommended depending on site conditions (i.e. depth of root zone, and depth of disturbance which may have locally deeper removal depths). The removal bottom should be observed (tested as needed) by the geotechnical consultant prior to placing fill soils.

13.3 Excavation and Grading Observation

Site grading and footing excavations should be observed by SGSI. Such observations are considered essential to identify field conditions that differ from those anticipated by the investigation, to adjust design to actual field conditions, and to determine that the grading is accomplished in general accordance with the recommendations of this report. Earthwork and grading recommendations which include guidelines for site preparation fill compaction, slopework, temporary excavations, and trench backfill are provided in Appendix D.

13.4 Preliminary Foundation Preparation and Design

The following preliminary recommendations are presented as minimum design recommendations; they are not intended to supercede design by the structural engineer. Preliminary foundations should be designed in accordance with structural considerations and the following recommendations. Upon the completion of the grading and structural plans, Sierra Geotechnical Services Inc. should review the foundation loads and embedment in order to confirm the implementation of the recommendations herein.

13.4.1 Preliminary Foundation Design

Continuous or pad footings may be used to support the proposed structures provided they are founded entirely upon either competent certified fill or competent glacial till deposits observed within the test pits at approximately 3-4 feet below existing grades. An allowable soil bearing pressure of 2,500 pounds per square-foot (psf) may be used for the design of footings founded in the above described soil types. This bearing value is for the total of dead and frequently applied live loads, and may be increased by one-third for short duration loading which includes the effects of wind or seismic forces.

A friction coefficient for concrete of 0.35, and a lateral bearing value of 250 pounds per square foot per foot of depth with a maximum 3,000 psf, may be employed to resist lateral loads. When combining passive pressure and frictional resistance, the passive pressure component should be reduced by one-third.

The allowable pressure may be increased by one-third when considering loads of short duration such as wind or seismic forces. Continuous and isolated footings should be designed in accordance with the structural engineer requirements. Reinforcement of footings should be per the structural engineer's design.

13.4.2 Foundation Construction

Based upon our observations and past experience relative to the general site area, low expansive soils exist onsite. The following preliminary recommendations assume low expansive soils near finish pad grade.

- Footings should be designed in accordance with the structural engineer requirements regarding width. Exterior and interior foundations shall be founded within compacted fill or competent native soils. Exterior foundations shall have a minimum embedment depth of 18-inches below outside adjacent grade. Interior foundation depths shall be a minimum of 12-inches below adjacent grade.

- All footings should be reinforced to at least the minimum reinforcement for temperature as required in Chapter 19 of the 1997 UBC.

- All footing excavations should be observed by a representative of SGSI prior to placement of reinforcing steel, in order to assure proper embedment into suitable soils.

- Although no specific pre-saturation is required for these soil conditions, footing trench excavations should be well moistened prior to pouring concrete.

- Footing trenches should not have any rocks or boulders protruding into the trench bottom. Soft soil pockets created by rock removal during foundation excavation shall be replaced with approved fill material, and compacted to 95-percent of the material's maximum dry density.

13.4.3 Light and Utility Pole Foundation

Columns embedded entirely within either competent certified fill, competent native materials, or concrete footings embedded in either competent certified fill, or competent native materials may be used to resist both axial and lateral loads. The depth to resist lateral loads shall be determined by the structural engineer in accordance with California Building Codes Section 1806.8. Lateral soil-bearing pressures included in Section 13.8 may be utilized for the design of the Light and Utility Pole Foundations.

13.5 Foundation Setback

We recommend a minimum horizontal setback distance from the face of slopes for all structural footings and settlement-sensitive structures (i.e. fences, walls, signs, etc.). This distance is measured from the outside edge of the footing, horizontally to the slope face (or to the face of a retaining wall). The 2001 CBC recommends that a 5-foot minimum setback be established for the outside footing face (bearing elevation) to the finished grade slope face. We should note that the soils within a slope setback area possess poor long term lateral stability, and improvements (such as retaining wall, sidewalks, fences, pavement, underground utilities, etc.) constructed within this setback area may be subject to lateral movement and/or differential settlement.

Utility trenches that parallel or nearly parallel structure footings should not encroach within a 1:1 plane extending downward and outward from the outside edge of the footing.

13.6 Concrete Slab-on-Grade Floors

Compacted fill materials will provide adequate support for concrete slabs provided the on-site materials are prepared per our grading recommendations prior to placement of the slab.

Structural fill and subgrade soils underlying concrete slabs shall be compacted to a minimum of 90-percent of the material's maximum dry density for the upper 12-inches. Concrete slabs should be underlain by a 2-inch layer of clean sand (SE greater than 30) to aid in concrete curing, which is underlain by a 10-mil (or heavier) moisture barrier, which is, in turn, underlain by a 2-inch layer of clean sand to act as a capillary break. All penetrations and laps in the moisture barrier should be appropriately sealed.

Minimum slab reinforcement shall consist of #3 rebar placed at 18-inches on center each way. The slab reinforcement shall be placed, vertically, in the middle of the slab.

Slab thickness shall be a minimum of 4-inches. In areas where heavy equipment or loading will stress the slab, the thickness and reinforcement will meet the requirements of the Structural Engineer of record. Our experience indicates that the use of reinforcement in slabs and foundations will generally reduce the potential for drying and shrinkage cracking. However, some cracking should be expected as the concrete cures. Minor cracking is considered normal; however, it is often aggravated by a high cement ratio, high concrete temperature at the time of placement, small nominal aggregate size and rapid moisture loss due to hot, dry, and/or windy weather conditions during placement and curing.

Cracking due to temperature and moisture fluctuations can also be expected. The use of low slump concrete (not exceeding 4-inches at the time of placement) can reduce the potential for shrinkage cracking.

Moisture barriers can retard, but not eliminate moisture vapor movement from the underlying soils up through the slab. We recommend that the floor coverings installer test the moisture vapor flux rate prior to attempting application of the flooring. "Breathable" floor coverings should be considered if the vapor flux rates are high. A slipsheet should be used if crack sensitive floor coverings are planned.

13.7 Pavement Recommendations

For preliminary planning purposes, pavement sections are provided based on the results of R-value laboratory testing on a selected soil sample collected during our subsurface exploration. Final pavement design should be based on the results of R-Value testing performed on samples of the finished subgrade soils in pavement areas. Based on an R-Value of 78 (Appendix B), SGSI recommends the following pavement sections:

- Standard Duty Roadway and Parking Areas (Traffic Index (TI)= 5.0)
  3-inches Asphalt Concrete / 4-inches Class II Aggregate Base

The upper 12-inches of subgrade material along with the Class II Aggregate Base and the Asphaltic concrete shall be compacted to a minimum of 95-percent of the material's maximum dry density as determined by ASTM D1557-2000. The subgrade and aggregate base shall be moisture-conditioned and compacted to 95-percent of the material's maximum dry density as determined by ASTM D-1557-2000 to a depth of 12-inches.

The preliminary pavement sections were designed for the assumed traffic loading and environmental conditions. Based upon our experience in the Mammoth Lakes area, environmental conditions such as freeze-thaw and thermal cracking will most likely govern the life of the pavement.

If pavement areas are adjacent to heavily watered landscape areas, some deterioration of the subgrade load bearing capacity may result. We recommend some measures of moisture control (such as deepened curbs or other moisture barrier materials) be provided to prevent the subgrade soils from becoming saturated.

13.8 Lateral Earth Pressures and Resistance

Embedded structural walls or cantilever retaining walls should be designed for lateral earth pressures exerted on them. The magnitude of these pressures depends on the amount of deformation that the wall can yield under load. If a wall can yield enough to mobilize the full shear strength of the soil; it can be designed for "active" pressure.

If a wall cannot yield under the applied load, the shear strength of the soil cannot be mobilized and the earth pressure will be higher. Such walls should be designed for "at rest" conditions. If a structure moves toward the soils, the resulting resistance developed by the soil is the "passive" resistance.

For design purposes, the recommended equivalent fluid pressure for each case for walls founded above the static ground water and backfilled with soils of very low to low expansion potential is provided. The equivalent fluid pressure values assume free-draining conditions. If conditions other than those assumed above are anticipated the equivalent fluid pressure values should be provided on an individual-case basis by the geotechnical engineer. Surcharge loading effects from the adjacent structures should be evaluated by the structural engineer. The select backfill should have an expansion index (EI) of no greater than 50 and a sand equivalent (SE) greater than 15. The backfill soils should be tested by the soils engineer prior to backfill operations starting for the retaining wall/basement wall structures.

Slope of Backfill Behind Retaining Wall	**Lateral Earth Pressure in Equivalent Fluid Weight (pcf)**	
	Active Case	Passive Case
Horizontal	30	325
2:1 (H:V)	40	225
At-Rest	45	

The earth pressures are given in terms of equivalent fluid pressures for walls having backfills of horizontal and 2 to 1 slopes. For sliding resistance, the friction coefficient of 0.35 may be used at the concrete and soil interface. In combining the total lateral resistance, the passive pressure or the frictional resistance should be reduced by 50-percent. Wall footings should be designed in accordance with structural considerations. The passive resistance value may be increased by one-third when considering loads of

short duration, including wind or seismic loads. The horizontal distance between foundation elements providing passive resistance should be a minimum of three times the depth of the elements to allow full development of these passive pressures. The total depth of retained earth for design of cantilever walls should be the vertical distance below the ground surface measured at the wall face for stem design or measured at the heel of the footing for overturning and sliding.

Wall backcut excavations less than 5-feet in height can be made near vertical. All retaining wall structures should be provided with appropriate drainage and waterproofing. Drainage should consist of continuous drains installed along the base of the wall outletting to a storm drain system or the surface if grade allows.

13.9 Estimated Settlement

Post construction settlement is estimated to be one-half inch or less if the foundation recommendations provided in this report are conformed too. Post-construction differential settlements should be one-quarter inch or less. Settlements for similarly loaded footings located on varying thicknesses of fill may experience differential settlements on the order of 0.5 percent of the difference in fill thickness beneath the footings. We recommend that the foundation plans be reviewed once detailed loading conditions are known to confirm the estimated settlements mentioned above.

13.10 Drainage

We recommend that measures be taken to properly finish grade the building area, such that drainage water from the building area is directed away from building foundations (2-percent minimum grade on soil or sod for a distance of 5-feet). Ponding of water should not be permitted. Erosion is possible on the pad and slopes if left unprotected during the snowmelt run-off season.

14. LIMITATIONS

This report has been prepared for the sole use and benefit of our client. The intent of the report is to advise our client on the geotechnical recommendations relative to the future development of the proposed project. It should be understood that the consulting provided and the contents of this report are not perfect. Any errors or omissions noted by any party reviewing this report, and/or any other geotechnical aspects of the project, should be reported to this office in a timely fashion. The client is the only party intended by this office to directly receive this advice. Unauthorized use of or reliance on this report constitutes an agreement to defend and indemnify Sierra Geotechnical Services Incorporated from and against any liability, which may arise as a result of such use or reliance, regardless of any fault, negligence, or strict liability of Sierra Geotechnical Services Incorporated.

Conclusions and recommendations presented herein are based upon the evaluation of technical information gathered, experience, and professional judgment. Other consultants could arrive at different conclusions and recommendations. Final decisions on matters presented are the responsibility of the client and/or the governing agencies. No warranties in any respect are made as to the performance of the project.

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Stereoscopic Aerial Photographs

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APPENDIX D

EARTHWORK

AND

GRADING RECOMMENDATIONS

EARTHWORK AND GRADING

These earthwork and grading specifications are for the grading and earthwork shown on the approved grading or construction plan(s) and/or indicated in the geotechnical report(s). Earthwork and grading should be conducted in accordance with applicable grading ordinances, the current California Building Code, and the recommendations of this report. The following recommendations are provided regarding specific aspects of the proposed earthwork construction. These recommendations should be considered subject to revision based on field conditions observed by the geotechnical consultant during grading.

Geotechnical Consultant of Record

Prior to commencement of work, the owner shall employ the Geotechnical Consultant of Record. The Geotechnical Consultant shall be responsible for reviewing the approved geotechnical report(s) and accepting the adequacy of the preliminary geotechnical findings, conclusions, and recommendations prior to the commencement of grading or construction.

During grading and earthwork operations, the Geotechnical Consultant shall observe, map, and document the subsurface exposures to verify the geotechnical design assumptions. If the observed conditions are found to be significantly different than the interpreted assumptions during the design phase, the Geotechnical Consultant shall inform the owner, recommend appropriate changes in design to accommodate the observed conditions, and notify the review agency where required. Subsurface areas to be geotechnically observed, mapped, elevations recorded, and/or tested include natural ground, after it has been cleared for receiving fill but before it has been placed, bottoms of all "remedial removal areas, all key bottoms, and benches made on sloping ground to receive fill.

The Geotechnical Consultant shall observe the moisture-conditioning and processing of the subgrade and fill materials and perform relative compaction testing of fill to determine the attained level of compaction. The Geotechnical Consultant shall provide the test results to the owner and the contractor on a routine and frequent basis.

The Earthwork Contractor

The Earthwork Contractor shall be solely responsible for performing the grading in accordance with the plans and specifications. The Earthwork Contractor shall review and accept the plans, geotechnical report(s) and these Specifications prior to the commencement of grading. The Earthwork Contractor shall have the sole responsibility to provide adequate equipment and methods to accomplish the earthwork in accordance with applicable grading codes and agency ordinances, these Specifications, and the recommendations in the approved geotechnical report(s) and grading plan(s). If, in the opinion of the Geotechnical Consultant unsatisfactory conditions, such as unstable soil, improper moisture condition, inadequate compaction, adverse weather, etc… are resulting in a quality of work less than required in these Specifications, the Geotechnical Consultant shall reject the work and may recommend to the owner that construction be stopped until the conditions are rectified.

Site Preparation

General: Site preparation includes removal of deleterious materials, unsuitable materials, and existing improvements from areas where new improvements or new fills are planned. Deleterious materials, which include vegetation, trash, and debris, should be removed from the site and legally disposed of off-site. Unsuitable materials include loose or disturbed soils, undocumented fills, contaminated soils, or other unsuitable materials. The Geotechnical Consultant shall evaluate the extent of these removals depending on specific site conditions. Earth fill material shall not contain more than 1-percent of organic materials (by volume). Nesting of the organic materials shall not be allowed.

If potentially hazardous materials are encountered, the contractor shall stop work in the affected area, and a hazardous material specialist shall be informed immediately for proper evaluation and handling of these materials prior to continuing to work in that area.

As presently defined by the State of California, most refined petroleum products (gasoline, diesel fuel, motor oil, grease, coolant etc…) have chemical constituents that are considered to be hazardous waste. As such, the indiscriminate dumping or spillage of these fluids onto the ground may constitute a misdemeanor, punishable by fine and/or imprisonment and shall not be allowed.

Any existing subsurface utilities that are to be abandoned should be removed and the trenches backfilled and compacted. If necessary, abandoned pipelines may be filled with grout or slurry cement as recommended by, and under the observation of, the Geotechnical Consultant.

Excavation

Excavations, as well as over-excavation for remedial purposes, shall be evaluated by the Geotechnical Consultant during grading. Remedial removal depths shown on geotechnical plans are estimates only. The actual extent of removal shall be determined by the Geotechnical Consultant based on the field evaluation of exposed conditions during grading. Where fill-over-cut slopes are to be graded, the cut portion of the slope shall be made, evaluated, and accepted by the Geotechnical Consultant prior to placement of materials for construction of the fill portion of the slope, unless otherwise recommended by the Geotechnical Consultant.

In addition to removals and overexcavations recommended in the approved geotechnical report(s) and the grading plan, soft, loose, dry, saturated, spongy, organic-rich, highly fractured, or otherwise unsuitable ground shall be overexcavated to competent ground as evaluated by the Geotechnical Consultant during grading.

All areas to receive fill, including removal and processed areas, key bottoms, and benches, shall be observed, mapped, elevations recorded, and/or tested prior to being accepted by the Geotechnical Consultant as suitable to receive fill. The Contractor shall obtain a written acceptance from the Geotechnical Consultant prior to fill placement. A licensed surveyor shall provide the survey control for determining elevations of processed areas, keys, and benches.

Fill Compaction and Compaction

The onsite soils are suitable for placement as compacted fill provided the organics, oversized rock (greater than 6-inches in diameter) and deleterious materials are removed. Rocks greater than 6-inches and less than 2-feet in diameter can be placed in the bottom of deeper fills or approved areas provided they are selectively placed in such a manner that no large voids are created. All rocks shall be placed a minimum of 4-feet below finish grade elevation unless used for landscaping purposes. Any import soils shall be tested for suitability in advance by the project Geotechnical Engineer.

After making the recommended removals prior to fill placement, the exposed ground surface should be scarified to a depth of approximately 12-inches, moisture conditioned as necessary, and compacted to at least 90-percent of the maximum dry density obtained using ASTM D1557-2000 as a guideline. Surfaces on which fill is to be placed which are steeper than 5:1 (Horizontal to vertical) should be benched so that the fill placement occurs on relatively level ground.

For the parking areas and other improvements a one-foot removal is recommended depending on site conditions (i.e. depth of root zone, and depth of disturbance which may have locally deeper removal depths). The removal bottom should be observed (tested as needed) by the geotechnical consultant prior to placing fill soils. The upper 12-inches of subgrade material along with the Class II Aggregate Base and the Asphaltic concrete shall be compacted to a minimum of 95-percent of the materials maximum dry density as determined by ASTM D1557-2000. The subgrade and aggregate base shall be moisture-conditioned and compacted to 95-percent of the material's maximum dry density as determined by ASTM D-1557-2000 to a depth of 12-inches.

All fill and backfill to be placed in association with the proposed construction should be accomplished slightly over optimum moisture content using equipment that is capable of producing a uniformly compacted product throughout the entire fill lift. Fill materials at less than optimum moisture should have water added and the fill mixed to result in material that is uniformly above optimum moisture content. Fill materials that are too wet can be aerated by blading or other satisfactory methods until the moisture content is as required. The wet soils may be mixed with drier materials in order to achieve an acceptable moisture content.

The fill and backfill should be placed in horizontal lifts at a thickness appropriate for equipment spreading, mixing, and compacting the material, but generally should not exceed eight inches in thickness.

No fill soils shall be placed during unfavorable weather conditions. When work is interrupted by rains or snow, fill operations shall not be resumed until the field tests by the geotechnical engineer indicate that the moisture content and density of the fill are as previously specified.

Slopes

All slopes shall be compacted in a single continuous operation upon completion of grading by means of sheepsfoot or other suitable equipment, or all loose soils remaining on the slopes shall be trimmed back until a firm compacted surface is exposed. Slope compaction tests shall be made within one foot of slope surface.

Cut and fill slopes shall be a maximum of 2:1 (horizontal to vertical) unless approved by the Geotechnical Consultant.

Planting and irrigation of cut and fill slopes and/or installation of erosion control and drainage devices should be completed due to the erosion potential of the soil.

Temporary Excavations

Temporary excavation shall be made no steeper than 1:1 (horizontal to vertical). The recommended slope for temporary excavations does not preclude local raveling and sloughing. Where wet soils are exposed, flatter excavation of slopes and dewatering may be necessary. In areas of insufficient space for slope cuts, or where soils with little or no binder are encountered, shoring shall be used.

All large rocks exposed above temporary cuts shall be removed prior to foundation excavation. In addition any rocks exposed during development from raveling and sloughing should be removed immediately.

All excavations should comply with the requirements of the California Construction and General Industry Safety Orders and the Occupational Safety and Health Act and other public agencies having jurisdiction.

Trench Backfill

Exterior trenches, paralleling a footing and extending below a 1:1 plane projected from the outside bottom edge of the footing, shall be compacted to a minimum of 95-percent per ASTM D1557-2000. All trenches in structural areas and under concrete flatwork shall be compacted to a minimum of 95-percent per ASTM D1557. All trenches in non-structural areas shall be compacted to a minimum of 85-percent per ASTM D1557-2000.

All material used for trench backfill shall be approved by the Geotechnical Engineer prior to placement. All bedding and backfill of utility trenches shall be done in accordance with the applicable provisions of Standard Specifications of Public Works Construction. Bedding material shall have a Sand Equivalent greater than 30 (SE>30). The bedding shall be placed to 1-foot over the top of the conduit and densified by jetting. Backfill shall be placed and densified to a minimum of 95-percent of maximum from 1-foot above the top of the conduit to the surface.

Lift thickness of trench backfill shall not exceed those allowed in the Standard Specifications of Public Works Construction unless the Contractor can demonstrate to the Geotechnical Consultant that the fill lift can be compacted to the minimum relative compaction by his alternative equipment and method.

Regulations of the governing agency may supersede the above, and all trench excavations should conform to all applicable safety codes. The Contractor shall follow all OSHA and Cal/OSHA requirements for safety of trench excavations.

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed on the representative test samples to provide a basis for development of design parameters. Soil materials were visually classified in the field according to the Unified Soil Classification System (USCS). Selected samples were tested for the following parameters: Direct shear, in-situ moisture and density, maximum dry density (Proctor), and R-Value. Laboratory tests were performed in general accordance with the American Society of Testing and Materials (ASTM) procedures. The results of our laboratory testing along with summaries of the testing procedures are presented here. The results of the in-situ moisture and density determinations as well as USCS classifications are presented on the test pit logs (Appendix A).

LABORATORY TESTING

Direct Shear Tests: Direct shear tests were performed on selected disturbed samples which were soaked for a minimum of 24 hours under a surcharge equal to the applied normal force during testing. After transfer of the sample to the shear box, and reloading the sample, pore pressures set up in the sample due to the transfer were allowed to dissipate for a period of approximately 1 hour prior to application of shearing force. The samples were tested under various normal loads, using a motor-driven, strain-controlled, direct-shear testing apparatus at a strain rate of less than 0.001 to 0.5 inches per minute (depending upon the soil type). The test results are presented in the test data.

Sample Location	Sample Description	Friction Angle (degrees) (relaxed)	Apparent Cohesion (psf)
TP-2 @ 4’	Gray to light reddish-brown, silty, very fine to coarse SAND	34	78
TP-5 @ 2’	Reddish-brown, fine to medium SAND	32	102
TP-9 @ 4½’	Gray to light reddish-brown, silty, fine to coarse SAND	34	48

Maximum Density Tests: The maximum dry density and optimum moisture content of typical materials were determined in accordance with ASTM Test Method D1557-2000. The results of these tests are presented in the table below:

Sample Location	Sample Description	Maximum Dry Density (pcf)	Optimum Moisture Content (%)
TP-2 @ 4’	Gray to light reddish-brown, silty, very fine to coarse SAND	124	9.5
TP-5 @ 2’	Reddish-brown, fine to medium SAND	106	15
TP-9 @ 4½’	Gray to light reddish-brown, silty, fine to coarse SAND	122	11

LABORATORY TESTING (Continued)

"R"-Value: The resistance "R"-value was determined by the California Materials Method No. 301 for typical soils. One sample was prepared and exudation pressure and "R"-value determined on each one. The graphically determined "R"-value at exudation pressure of 300 psi is summarized in the table below:

Sample Location	Sample Description	R-Value
TP-10 @ ½'	Dark brown, silty, very fine to medium, SAND	78

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SIEVE ANALYSIS OF FINE AND COARSE AGGREGATES

Per CTM 202 / ASTM C136 (underline one)

Project:	Hidden Creek Crossing	*Job No.:*	3.00669.4
Client:		*Tested by:*	PS
Sampled by:	PS	*Delivered by:*	PS
Sample Date/time:		*Delivered Date/time:*	
Sample Location:	TP-9 @ 1½'	*Test Date:*	4-27-04
Description:	Very fine to coarse SAND		

Dry Sample Total Weight (g): 557			*#4 Minus Dry Wt. (g):*						*% Passing by Dry Weight:*	
Sieve Size			**Wt. Ret.**	**% Ret.**	**% Pass.**	**Wt. Ret.**	**% Ret.**	**% Pass.**	**Coarse + Fine**	**Specified**
Inches	**mm**	**Mesh**								
2.0	50.0	2"								
1.5	37.5	11/2"								
1.0	25.0	1"								
0.750	19.0	3/4"								
0.500	12.7	1/2"								
0.375	9.5	3/8"								
0.187	4.75	#4	117	21	79					
0.0937	2.36	#8	56	10	69					
0.0469	1.18	#16	54	10	59					
		#20								
0.0234	0.60	#30	56	10	19					
		#40								
0.0117	0.30	#50	70	13	36					
		#80								
0.0059	0.15	#100	71	13	23					
0.0029	0.075	#200	37	6	17					
PAN			96	17	8					
TOTAL			557							

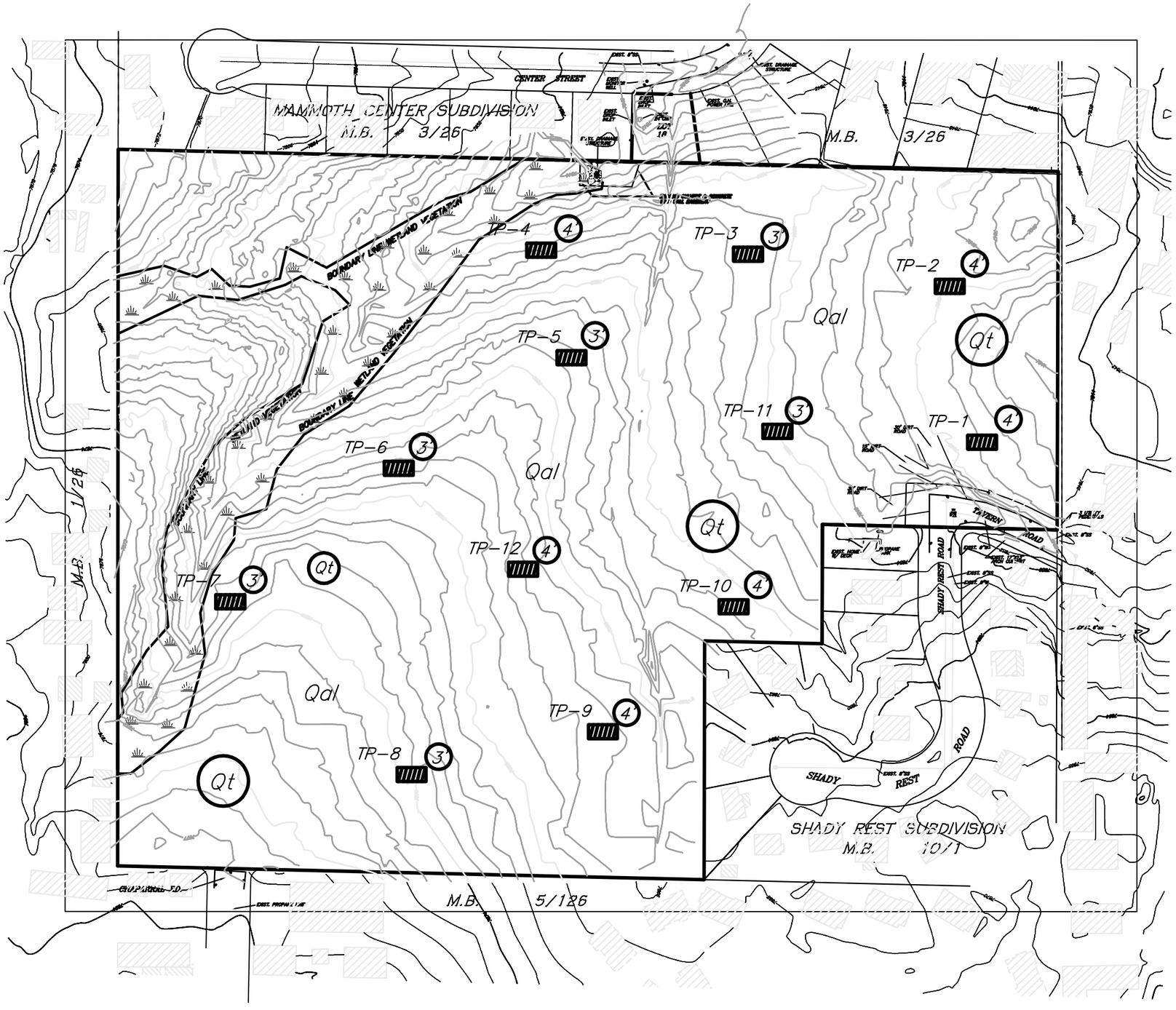
Underline "WASH" if #200 wash analysis was done.

Remarks:

APPENDIX A

EXPLORATORY TEST PIT LOGS

A field investigation was performed on April 13, 2004 that included the excavation of twelve test pits in the proposed construction areas. The test pit excavations were performed with a Case 580 Backhoe equipped with a 24-inch bucket. A geologist from our office logged the excavations as they were advanced. In-place density tests and bulk samples of the soils encountered were obtained during the field investigation. Results of the in-place nuclear density tests are presented on the logs of the exploratory test pits, Appendix A. Approximate locations of the exploratory test pits are shown on the Subsurface Geotechnical Map (Figure 3). Details of the laboratory testing are presented in Appendix B.



LEGEND

Qal	ALLUVIUM
Qt	GLACIAL TILL CIRCLED WHERE BURIED
TP-12	APPROXIMATE LOCATION OF EXPLORATORY TEST PIT
4	APPROXIMATE DEPTH OF UNSUITABLE SOILS

Sierra Geotechnical Services

PROJECT: **SUBSURFACE GEOTECHNICAL MAP** HIDDEN CREEK CROSSING (SHADY REST)	
SCALE: N.T.S	DATE: 6/2004
DRAWING: FIG3.DWG	DRAWN BY: HDD
JOB NO.: 3.00669.4	FIGURE: FIGURE 3

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APPENDIX A

TEST PIT LOGS

JOB NO: 3.00669.4
DATE: 4/3/2004
ELEV: 7844' MSL

PROJECT: Hidden Creek Crossing
LOGGED BY: P.S.

TEST PIT	DEPTH (ft)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
1	0 - ½	SM				**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, abundant roots.
	½ - 4	SP	2	15.8	96.5	**ALLUVIUM** Reddish-brown, loose, moist, fine- to medium SAND, abundant cobbles and boulders to approximately 24-inches diameter, abundant roots.
	4 - 5	SP-SM				**GLACIAL TILL** Gray to light reddish-brown, moist, medium-dense to dense, silty, very fine to coarse SAND, abundant gravels, cobble clasts, and boulders to approximately 24-inches diameter.

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APPENDIX A

TEST PIT LOGS

JOB NO: 3.00669.4
DATE: 4/3/2004
ELEV: 7845' and 7851' MSL

PROJECT: Hidden Creek Crossing
LOGGED BY: P.S.

TEST PIT	DEPTH (ft)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
2	0 - 1	SM				**TOPSOIL** Dark grayish-brown, loose, moist, silty, very fine- to coarse SAND, few cobbles, abundant roots.
	1 - 3½	SP				**ALLUVIUM** Reddish-brown, loose, moist, fine- to medium SAND, abundant cobbles and boulders to approximately 24-inches diameter, abundant roots.
	3½ - 5	SP-SM	4	12.4	114.8	**GLACIAL TILL** Gray to light reddish-brown, moist, medium-dense to dense, silty, very fine to coarse SAND, abundant gravels, cobble clasts, and boulders to approximately 24-inches diameter.
3	0 - ½	SM	½	14.4	90	**TOPSOIL** Dark grayish-brown, loose, moist, silty, very fine- to coarse SAND, few cobbles, abundant roots.
	½- 3	SP	1½	17.6	99.5	**ALLUVIUM** Reddish-brown, loose, moist, fine- to medium SAND, abundant cobbles and boulders to approximately 24-inches diameter, abundant roots.
	3 - 4	SP-SM				**GLACIAL TILL** Gray to light reddish-brown, moist, medium-dense to dense, silty, very fine to coarse SAND, abundant gravels, cobble clasts, few boulders to approximately 18-inches diameter.

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APPENDIX A

TEST PIT LOGS

JOB NO: 3.00669.4
DATE: 4/3/2004
ELEV: 7852' and 7858' MSL

PROJECT: Hidden Creek Crossing
LOGGED BY: P.S.

TEST PIT	DEPTH (ft)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
4	0 - 1½	SM				**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles, abundant roots.
	1½- 4	SP				**ALLUVIUM** Reddish-brown, loose, moist, fine- to medium SAND, abundant cobbles and boulders to approximately 24-inches diameter, few roots.
	4 - 8	SP-SM				**GLACIAL TILL** Gray to light reddish-brown, moist to wet, medium-dense to dense, silty, fine to coarse SAND, abundant gravels and cobble clasts, few boulders to approximately 12-inches diameter. *Moderate groundwater seepage between 4 to 6-feet*.
5	0 - 1	SM				**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles, abundant roots.
	1- 3	SP	2	16.5	98.3	**ALLUVIUM** Reddish-brown, loose, moist, fine- to medium SAND, abundant cobbles and boulders to approximately 24-inches diameter, few roots.
	3 - 6	SP-SM	3½	12.7	111.8	**GLACIAL TILL** Gray to light reddish-brown, moist, medium-dense to dense, silty, fine to coarse SAND, abundant gravels and cobble clasts, few boulders to approximately 12-inches diameter.

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APPENDIX A

TEST PIT LOGS

JOB NO: 3.00669.4
DATE: 4/3/2004
ELEV: 7863' and 7868' MSL

PROJECT: Hidden Creek Crossing
LOGGED BY: P.S.

TEST PIT	DEPTH (ft)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
6	0 - 1	SM	½	13.0	93.8	**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles, abundant roots.
	1 - 2	SP				**ALLUVIUM** Reddish-brown, loose, moist, fine- to medium SAND, abundant cobbles and boulders to approximately 24-inches diameter, few roots.
	2 - 5	SP-SM				**GLACIAL TILL** Light grayish-brown, moist, medium-dense to dense, silty, fine to coarse SAND, abundant gravels, cobble clasts, and boulders to approximately 12-inches diameter.
7	0 - 2	SM				**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles, abundant roots.
	2 - 3	SP				**ALLUVIUM** Reddish-brown, loose, moist, fine- to medium SAND, abundant cobbles and boulders to approximately 42-inches diameter, few roots.
	3 - 6	SP-SM				**GLACIAL TILL** Gray to light reddish-brown, moist to wet, medium-dense to dense, silty, fine to coarse SAND, abundant gravels and cobble clasts, few boulders to approximately 12-inches diameter. *Moderate groundwater seepage between 3 to 5-feet.*

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APPENDIX A

TEST PIT LOGS

JOB NO: 3.00669.4
DATE: 4/3/2004
ELEV: 7870' and 7862' MSL

PROJECT: Hidden Creek Crossing
LOGGED BY: P.S.

TEST PIT	DEPTH (ft)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
8	0 - 1	SM				**TOPSOIL** Dark brown to brown, loose, moist, silty, very fine- to medium SAND, few cobbles, abundant roots.
	1 - 2½	SM				**ALLUVIUM** Light brown to reddish-brown, loose, moist, silty, very fine- to medium SAND few cobbles and boulders to approximately 36-inches diameter, few roots.
	2½ - 5½	SM	3	14.4	113	**GLACIAL TILL** Gray, moist, medium-dense to dense, silty, fine to coarse SAND, abundant gravels, cobble clasts, and boulders to approximately 12-inches diameter.
9	0 - ½	SM				**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles, abundant roots.
	½ - 4	SP-SM	1½	16.1	105.5	**ALLUVIUM** Reddish-brown, loose, moist, silty, very fine- to medium SAND few cobbles and boulders to approximately 36-inches diameter, few roots.
	4 - 8½	SM	4½	13.0	113.3	**GLACIAL TILL** Gray to light reddish-brown, moist to wet, medium-dense to dense, silty, fine to coarse SAND, abundant gravels and cobble clasts, few boulders to approximately 12-inches diameter. *Moderate groundwater seepage at 8-feet.*

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APPENDIX A

TEST PIT LOGS

JOB NO: 3.00669.4
DATE: 4/3/2004
ELEV: 7856' and 7850' MSL

PROJECT: Hidden Creek Crossing
LOGGED BY: P.S.

TEST PIT	DEPTH (ft)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
10	0 - 1	SM	½	17.6	86.8	**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles and boulders to approximately 12-inches diameter, abundant roots.
	1 - 4	SP- SM				**ALLUVIUM** Reddish-brown, loose, moist, silty, very fine- to medium SAND few cobbles and boulders to approximately 24-inches diameter, few roots.
	4 - 5½	SM				**GLACIAL TILL** Gray, moist, medium-dense to dense, silty, fine to coarse SAND, abundant gravels, cobble clasts, and boulders to approximately 12-inches diameter.
11	0 - 1	SP-SM				**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles, abundant roots.
	1 - 3	SP-SM				**ALLUVIUM** Reddish-brown, loose, moist, silty, very fine- to medium SAND few cobbles and boulders to approximately 24-inches diameter, few roots.
	3 - 10	SM				**GLACIAL TILL** Gray to light reddish-brown, moist to wet, medium-dense to dense, silty, fine to coarse SAND, abundant gravels and cobble clasts, few boulders to approximately 12-inches diameter. *Moderate groundwater seepage at 9-feet.*

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APPENDIX A

TEST PIT LOGS

JOB NO: 3.00669.4 **PROJECT:** Hidden Creek Crossing
DATE: 4/3/2004 **LOGGED BY:** P.S.
ELEV: 7856' and 7850' MSL

TEST PIT	DEPTH (ft)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
12	0 - 1	SM				**TOPSOIL** Dark brown, loose, moist, silty, very fine- to medium SAND, few cobbles and boulders to approximately 12-inches diameter, abundant roots.
	1 - 4	SP- SM				**ALLUVIUM** Reddish-brown, loose, moist, silty, very fine- to medium SAND few cobbles and boulders to approximately 24-inches diameter, few roots.
	4 - 5½	SM				**GLACIAL TILL** Gray, moist, medium-dense to dense, silty, fine to coarse SAND, abundant gravels, cobble clasts, and boulders to approximately 12-inches diameter.

APPENDIX C

SEISMIC ANALYSIS

Seismic analysis was conducted for the subject site in order to develop parameters for structural design. This appendix presents the raw data from our analysis from three commercially available computer programs, EQFAULT, EQSEARCH, and FRISKSP (Blake, 2000). All three analyses used the same published attenuation relationship for "Stiff-Soil" sites (Boore et. al., 1997).

EQFAULT: The program EQFAULT was used to develop the deterministic peak ground acceleration parameters summarized in Appendix C. The Fault Location Map, which depicts active faults within a 100 km radius of the site, is also presented in Appendix C.

EQSEARCH: The program EQSEARCH was used to generate a table of estimated characteristics of nearby seismic events which were recorded between 1800 and 2003. This table is presented in Appendix C, and shows the epicenters, magnitudes, and dates of these nearby earthquakes, along with the estimated peak ground acceleration for the site. The Earthquake Epicenter Map, which depicts the epicenters and magnitudes of historical earthquakes that have affected the site, an Earthquake Recurrence Curve, and a plot depicting Earthquake Events versus Magnitude are also presented in Appendix C.

FRISKSP: The program FRISKSP was used to perform a probabilistic analysis of seismicity at the subject site. The probabilistic analysis was used to define the Upper-Bound and Design Basis Earthquakes at the site for use in structural design. The results of the analysis are presented in Appendix C. Graphs including Non-magnitude Weighting Factors are also included in Appendix C.

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*    Version 3.00    *
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DETERMINISTIC ESTIMATION OF
PEAK ACCELERATION FROM DIGITIZED FAULTS

JOB NUMBER: 3.00669.4 DATE: 05-28-2004

JOB NAME: Hidden Creek Crossing (Shady Rest)

CALCULATION NAME: Test Run Analysis

FAULT-DATA-FILE NAME: CDMGFLTE.DAT

SITE COORDINATES:
SITE LATITUDE: 37.6462
SITE LONGITUDE: 118.9710

SEARCH RADIUS: 62.2 mi (100 km)

ATTENUATION RELATION: 2) Boore et al. (1997) Horiz. - NEHRP C (520)
UNCERTAINTY (M=Median, S=Sigma): M Number of Sigmas: 0.0
DISTANCE MEASURE: cd_2drp
SCOND: 0
Basement Depth: 5.00 km Campbell SSR: Campbell SHR:
COMPUTE PEAK HORIZONTAL ACCELERATION

FAULT-DATA FILE USED: CDMGFLTE.DAT

MINIMUM DEPTH VALUE (km): 0.0

EQFAULT SUMMARY

DETERMINISTIC SITE PARAMETERS

ABBREVIATED FAULT NAME	APPROXIMATE DISTANCE mi (km)	ESTIMATED MAX. EARTHQUAKE EVENT: MAXIMUM EARTHQUAKE MAG.(Mw)	ESTIMATED MAX. EARTHQUAKE EVENT: PEAK SITE ACCEL. g	ESTIMATED MAX. EARTHQUAKE EVENT: EST. SITE INTENSITY MOD.MERC.
HARTLEY SPRINGS	1.4(2.3)	6.6	0.463	X
HILTON CREEK	5.7(9.1)	6.7	0.294	IX
ROUND VALLEY	13.7(22.1)	6.8	0.172	VIII
MONO LAKE	21.2(34.1)	6.6	0.112	VII
MOHWAK - HONEY LAKE ZONE	24.4(39.3)	7.3	0.119	VII
FISH SLOUGH	25.8(41.6)	6.6	0.096	VII
WHITE MOUNTAINS	32.1(51.6)	7.1	0.087	VII
ROBINSON CREEK	39.9(64.2)	6.4	0.062	VI
DEATH VALLEY (N. of Cucamongo)	44.5(71.6)	7.0	0.064	VI
OWENS VALLEY	45.2(72.7)	7.6	0.087	VII
BIRCH CREEK	48.9(78.7)	6.4	0.053	VI
FOOTHILLS FAULT SYSTEM	52.3(84.1)	6.5	0.053	VI
DEEP SPRINGS	53.0(85.3)	6.6	0.055	VI

****

-END OF SEARCH-13 FAULTS FOUND WITHIN THE SPECIFIED SEARCH RADIUS.
THE HARTLEY SPRINGS FAULT IS CLOSEST TO THE SITE.
IT IS ABOUT 1.4 MILES 2.3 km) AWAY.
LARGEST MAXIMUM-EARTHQUAKE SITE ACCELERATION: 0.4628 g

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ESTIMATION OF
PEAK ACCELERATION FROM
CALIFORNIA EARTHQUAKE CATALOGS

JOB NUMBER: 3.00669.4 DATE: 05-28-2004

JOB NAME: Hidden Creek Crossing (Shady Rest)

EARTHQUAKE-CATALOG-FILE NAME: ALLQUAKE.DAT

MAGNITUDE RANGE:
   MINIMUM MAGNITUDE: 4.00
   MAXIMUM MAGNITUDE: 9.00

SITE COORDINATES:
   SITE LATITUDE: 37.6462
   SITE LONGITUDE: 118.9709

SEARCH DATES:
   START DATE: 1800
   END DATE: 2004

SEARCH RADIUS:
   62.2 mi
   100.0 km

ATTENUATION RELATION: 2) Boore et al. (1997) Horiz. - NEHRP C (520)
   UNCERTAINTY (M=Median, S=Sigma): M   Number of Sigmas: 0.0
   ASSUMED SOURCE TYPE: DS [SS=Strike-slip, DS=Reverse-slip, BT=Blind-thrust]
   SCOND: 0 Depth Source: A
   Basement Depth: 5.00 km   Campbell SSR: Campbell SHR:
   COMPUTE PEAK HORIZONTAL ACCELERATION

MINIMUM DEPTH VALUE (km): 0.0

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
DMG	37.5000	118.7670	12/03/1938	1757 0.0	0.0	4.00	0.037	V	15.0(24.2)
DMG	37.6000	118.5000	12/31/1954	165653.0	0.0	4.00	0.024	V	25.9(41.8)
DMG	37.5000	118.6830	06/10/1955	182637.0	0.0	4.00	0.031	V	18.7(30.1)
DMG	37.5000	118.7670	12/03/1938	2220 0.0	0.0	4.00	0.037	V	15.0(24.2)
PAS	37.5160	118.8500	10/16/1982	125413.7	5.0	4.00	0.046	VI	11.2(18.0)
MGI	37.7000	119.6000	05/26/1905	250 0.0	0.0	4.00	0.020	IV	34.6(55.6)
DMG	38.2500	118.9200	01/31/1956	13744.0	0.0	4.00	0.017	IV	41.8(67.2)
PAS	37.5590	118.8540	05/27/1980	2341 3.9	5.7	4.00	0.054	VI	8.8(14.1)
UNR	37.5610	118.7900	05/28/1980	32636.4	7.3	4.00	0.045	VI	11.5(18.5)
DMG	37.5000	118.5330	05/21/1939	1959 0.0	0.0	4.00	0.024	V	26.0(41.8)
DMG	38.0000	118.0000	11/05/1939	1614 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.9000	118.5330	04/18/1935	6 7 0.0	0.0	4.00	0.022	IV	29.6(47.7)
MGI	37.3300	118.4200	08/28/1917	040 0.0	0.0	4.00	0.018	IV	37.2(59.9)
MGI	37.3300	118.4200	02/11/1918	2245 0.0	0.0	4.00	0.018	IV	37.2(59.9)
MGI	37.1700	118.5700	06/03/1918	16 5 0.0	0.0	4.00	0.018	IV	39.5(63.6)
DMG	37.5830	118.4670	08/22/1958	2342 2.0	0.0	4.00	0.023	IV	27.9(44.9)
DMG	37.5000	118.5330	05/08/1941	145340.0	0.0	4.00	0.024	V	26.0(41.8)
DMG	37.3330	118.6330	06/06/1959	163046.0	0.0	4.00	0.023	IV	28.5(45.8)
PAS	37.5700	118.7930	11/09/1979	101256.6	4.5	4.00	0.046	VI	11.1(17.8)
PAS	37.5400	118.9150	01/31/1983	101341.5	6.0	4.00	0.058	VI	7.9(12.8)
DMG	37.7350	117.9940	11/14/1974	162041.1	8.0	4.00	0.014	IV	53.7(86.5)
UNR	37.5020	118.8780	05/29/1980	55543.9	4.4	4.00	0.046	VI	11.2(18.0)
DMG	37.2000	118.2500	11/25/1931	1218 0.0	0.0	4.00	0.015	IV	50.1(80.6)
DMG	37.3300	118.8200	08/24/1932	9 838.0	0.0	4.00	0.026	V	23.3(37.6)
DMG	37.3330	118.8170	08/24/1932	9 838.3	0.0	4.00	0.027	V	23.2(37.3)
DMG	38.3700	119.5800	04/09/1960	43755.0	0.0	4.00	0.013	III	60.0(96.5)
PAS	37.5670	118.8830	07/12/1983	1839 6.0	4.8	4.00	0.061	VI	7.3(11.7)
DMG	38.2500	119.2500	01/04/1933	1 1 0.0	0.0	4.00	0.016	IV	44.4(71.4)
UNR	37.5420	118.8250	05/30/1980	23 232.4	9.5	4.00	0.047	VI	10.7(17.3)
DMG	37.5670	118.7330	12/18/1941	2059 0.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	38.2500	119.2500	01/05/1933	10 5 0.0	0.0	4.00	0.016	IV	44.4(71.4)
DMG	38.2500	119.2500	01/05/1933	2126 0.0	0.0	4.00	0.016	IV	44.4(71.4)
DMG	38.2500	119.2500	01/06/1933	14 9 0.0	0.0	4.00	0.016	IV	44.4(71.4)
DMG	38.2500	119.2500	01/12/1933	148 0.0	0.0	4.00	0.016	IV	44.4(71.4)
DMG	37.3330	118.8330	02/03/1933	148 0.0	0.0	4.00	0.027	V	22.9(36.9)
UNR	37.5950	118.7790	05/31/1980	152019.6	6.1	4.00	0.046	VI	11.1(17.8)
UNR	37.5680	118.7990	06/01/1980	31743.9	0.6	4.00	0.047	VI	10.8(17.4)
DMG	37.5670	118.7330	02/04/1942	32115.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5170	119.0170	11/06/1963	115720.4	0.0	4.00	0.052	VI	9.3(14.9)
PAS	37.6000	118.8170	05/25/1980	163721.3	4.0	4.00	0.053	VI	9.0(14.5)
DMG	37.6000	118.4000	03/09/1964	2 631.0	0.0	4.00	0.021	IV	31.4(50.5)
DMG	37.5670	118.7330	02/26/1942	183239.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	02/27/1942	12250.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	06/05/1942	31938.0	0.0	4.00	0.039	V	14.1(22.7)
UNR	37.5330	118.8060	06/03/1980	173412.0	16.0	4.00	0.043	VI	11.9(19.2)
DMG	38.0000	118.0000	04/18/1934	248 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	06/01/1934	555 0.0	0.0	4.00	0.013	III	58.3(93.8)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
DMG	38.0000	118.0000	06/12/1934	2027 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	09/13/1934	1840 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	11/30/1934	1931 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	12/04/1934	617 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	12/31/1934	551 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	01/21/1935	0 9 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	03/03/1935	549 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.5670	118.7330	02/18/1943	145319.0	0.0	4.00	0.039	V	14.1(22.7)
PAS	37.4000	118.6530	12/20/1984	8 3 6.9	6.0	4.00	0.026	V	24.3(39.1)
DMG	38.0000	118.0000	06/06/1935	1933 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.9580	118.6350	02/20/1971	125744.0	8.0	4.00	0.023	IV	28.3(45.5)
DMG	37.2500	118.5000	06/19/1935	10 7 0.0	0.0	4.00	0.018	IV	37.6(60.5)
DMG	38.0000	118.0000	01/11/1936	649 0.0	0.0	4.00	0.013	III	58.3(93.8)
PAS	37.6080	118.9830	06/11/1980	171024.7	6.2	4.00	0.098	VII	2.7(4.4)
DMG	38.0000	118.0000	03/26/1936	2243 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	04/19/1936	2019 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.5930	118.9820	10/07/1973	173053.4	8.0	4.00	0.087	VII	3.7(6.0)
DMG	37.5000	118.5330	05/15/1936	434 0.0	0.0	4.00	0.024	V	26.0(41.8)
DMG	38.0000	118.0000	07/02/1936	140 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	07/25/1936	1939 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.2500	118.6670	10/06/1936	1233 0.0	0.0	4.00	0.021	IV	32.0(51.5)
DMG	37.2500	118.6670	10/07/1936	3 1 0.0	0.0	4.00	0.021	IV	32.0(51.5)
DMG	38.0000	118.0000	10/07/1936	15 1 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.8670	118.5000	10/10/1936	1849 0.0	0.0	4.00	0.022	IV	29.9(48.1)
DMG	38.0000	118.0000	10/21/1936	15 4 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	38.0000	118.0000	10/26/1936	1234 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.5270	118.1830	02/12/1937	222657.1	10.0	4.00	0.016	IV	43.9(70.6)
UNR	37.5810	118.8170	06/28/1980	05734.0	2.6	4.00	0.051	VI	9.5(15.4)
PAS	37.5830	118.4170	07/21/1986	145858.2	6.0	4.00	0.021	IV	30.6(49.2)
DMG	38.0000	118.0000	02/28/1937	1817 0.0	0.0	4.00	0.013	III	58.3(93.8)
DMG	37.8760	118.7150	03/09/1937	154137.9	10.0	4.00	0.028	V	21.1(34.0)
DMG	37.6000	118.2670	06/27/1937	426 0.0	0.0	4.00	0.018	IV	38.6(62.2)
UNR	37.6130	118.9140	06/30/1980	14914.6	5.3	4.00	0.086	VII	3.9(6.2)
DMG	37.5000	120.0000	08/23/1937	032 0.0	0.0	4.00	0.013	III	57.2(92.1)
DMG	37.7000	118.4670	09/25/1937	1220 0.0	0.0	4.00	0.023	IV	27.8(44.7)
DMG	38.0000	118.0000	03/14/1938	2121 0.0	0.0	4.00	0.013	III	58.3(93.8)
GSB	37.4900	118.8480	05/15/1999	214010.5	6.0	4.00	0.042	VI	12.7(20.4)
PAS	37.5090	118.8590	09/08/1982	184218.7	6.0	4.00	0.045	VI	11.3(18.1)
DMG	37.5000	118.7670	12/03/1938	1745 0.0	0.0	4.00	0.037	V	15.0(24.2)
UNR	37.5930	118.9320	05/27/1980	64642.0	2.1	4.00	0.082	VII	4.2(6.8)
USG	37.5510	118.4310	07/22/1986	54044.3	12.1	4.00	0.022	IV	30.3(48.7)
DMG	37.5000	118.7670	12/03/1938	2217 0.0	0.0	4.00	0.037	V	15.0(24.2)
DMG	37.5670	118.7330	08/20/1942	111148.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5000	118.7670	12/04/1938	1849 0.0	0.0	4.00	0.037	V	15.0(24.2)
DMG	37.6670	118.4170	12/16/1938	1048 0.0	0.0	4.00	0.022	IV	30.3(48.8)
DMG	37.4500	119.0000	04/03/1939	710 0.0	0.0	4.00	0.039	V	13.6(21.9)
UNR	37.5190	118.8220	07/15/1980	71611.8	12.1	4.00	0.043	VI	12.0(19.3)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
DMG	37.5000	118.5330	05/17/1939	342 0.0	0.0	4.00	0.024	V	26.0(41.8)
DMG	38.0000	119.0000	08/12/1956	4 412.0	0.0	4.00	0.025	V	24.5(39.4)
DMG	37.5670	118.7330	01/01/1943	222417.0	0.0	4.00	0.039	V	14.1(22.7)
PAS	37.6720	118.9520	05/25/1980	171212.6	5.0	4.00	0.105	VII	2.1(3.3)
DMG	37.5830	118.4170	04/08/1940	133439.0	0.0	4.00	0.021	IV	30.6(49.2)
DMG	37.8830	118.5000	05/08/1940	1740 0.0	0.0	4.00	0.022	IV	30.5(49.0)
UNR	38.2370	119.3560	10/08/1979	1214 1.6	8.3	4.00	0.016	IV	45.9(73.8)
DMG	37.5670	118.7330	11/03/1943	42339.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.1000	118.2670	12/17/1943	01925.0	0.0	4.00	0.014	IV	54.0(86.9)
DMG	37.1000	118.2670	12/17/1943	438 0.0	0.0	4.00	0.014	IV	54.0(86.9)
DMG	37.5330	118.6670	06/08/1944	11155.0	0.0	4.00	0.032	V	18.4(29.6)
UNR	37.9290	118.5220	05/07/1981	21 828.3	9.9	4.00	0.021	IV	31.3(50.4)
UNR	37.6390	118.7620	05/25/1980	195255.2	1.0	4.00	0.045	VI	11.4(18.4)
DMG	37.5670	118.7330	09/14/1941	185418.0	0.0	4.00	0.039	V	14.1(22.7)
UNR	37.5390	118.8280	08/02/1980	17917.4	8.5	4.00	0.047	VI	10.8(17.3)
DMG	37.5670	118.7330	09/27/1941	194837.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	09/28/1941	15 514.0	0.0	4.00	0.039	V	14.1(22.7)
PAS	37.5140	118.8360	05/29/1980	1721 1.3	4.2	4.00	0.044	VI	11.7(18.9)
DMG	37.5670	118.7330	10/24/1941	174857.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	11/04/1941	2 928.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	11/15/1941	1643 5.0	0.0	4.00	0.039	V	14.1(22.7)
PAS	38.1670	118.3330	09/06/1980	531 3.5	5.0	4.00	0.015	IV	50.0(80.5)
PAS	37.5560	118.8550	03/20/1980	11 544.0	3.8	4.00	0.053	VI	8.9(14.3)
DMG	37.5670	118.7330	12/31/1941	8 815.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	12/31/1941	11 225.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	12/31/1941	111457.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	12/31/1941	122015.0	0.0	4.00	0.039	V	14.1(22.7)
PAS	37.4510	119.0880	05/25/1980	44938.0	4.0	4.00	0.037	V	14.9(24.0)
UNR	38.0830	118.5630	09/11/1980	41649.4	3.7	4.00	0.018	IV	37.5(60.3)
DMG	38.0000	118.8330	10/01/1951	181959.0	0.0	4.00	0.025	V	25.6(41.1)
DMG	37.5670	118.7330	02/04/1942	32526.0	0.0	4.00	0.039	V	14.1(22.7)
PAS	37.6000	118.8170	05/25/1980	1637 1.0	4.0	4.00	0.053	VI	9.0(14.5)
DMG	38.4000	118.5000	02/25/1942	161224.0	0.0	4.00	0.013	III	58.0(93.3)
PAS	37.6000	118.8170	05/25/1980	163756.9	4.0	4.00	0.053	VI	9.0(14.5)
GSB	38.0290	118.7270	01/11/1993	181936.9	8.0	4.00	0.022	IV	29.6(47.6)
PAS	37.5270	118.7390	05/25/1980	163942.9	4.3	4.00	0.037	V	15.1(24.3)
PAS	37.4940	118.8450	05/25/1980	164528.7	5.0	4.00	0.042	VI	12.6(20.2)
DMG	37.5670	118.7330	07/08/1942	10 547.0	0.0	4.00	0.039	V	14.1(22.7)
PAS	37.6320	118.8480	10/07/1975	211245.4	1.4	4.00	0.064	VI	6.8(10.9)
DMG	37.5670	118.7330	08/20/1942	12 938.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	08/20/1942	152631.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	08/21/1942	233641.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	09/07/1942	195011.0	0.0	4.00	0.039	V	14.1(22.7)
DMG	37.5670	118.7330	10/30/1942	05518.0	0.0	4.00	0.039	V	14.1(22.7)
GSB	37.5710	118.8520	02/24/1997	181325.5	9.0	4.00	0.056	VI	8.3(13.4)
DMG	37.2370	118.7320	04/17/1966	7 419.1	-0.2	4.00	0.021	IV	31.1(50.1)
PAS	37.5720	118.8460	05/31/1980	101131.7	6.9	4.00	0.055	VI	8.5(13.7)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
PAS	37.4250	118.6150	12/17/1984	211723.6	6.0	4.00	0.025	V	24.8(39.8)
DMG	37.5330	118.6670	06/22/1943	153121.0	0.0	4.00	0.032	V	18.4(29.6)
PAS	37.4890	118.8010	05/25/1980	181359.9	4.2	4.00	0.038	V	14.3(23.0)
UNR	37.5440	118.8570	06/08/1980	62527.4	9.3	4.00	0.051	VI	9.4(15.1)
UNR	38.0150	118.6730	06/29/1980	18 358.7	7.6	4.00	0.022	IV	30.2(48.6)
DMG	37.5200	118.4150	02/17/1972	11 959.5	8.0	4.00	0.021	IV	31.6(50.9)
DMG	38.0300	118.1000	09/18/1972	71428.3	0.0	4.00	0.014	IV	54.4(87.5)
DMG	37.5200	118.4150	02/17/1973	11 959.5	8.0	4.00	0.021	IV	31.6(50.9)
PAS	37.5380	118.8200	05/25/1980	195153.3	4.0	4.00	0.046	VI	11.1(17.9)
PAS	37.4120	118.9940	06/13/1980	1457 3.6	5.0	4.00	0.035	V	16.2(26.1)
DMG	37.4670	118.6500	08/04/1959	191235.0	0.0	4.00	0.028	V	21.5(34.6)
GSB	37.6150	118.4100	08/03/1986	103304.5	5.0	4.00	0.021	IV	30.7(49.5)
PAS	37.5220	118.6310	10/23/1980	214011.3	5.0	4.00	0.029	V	20.5(32.9)
PAS	37.6100	118.9070	09/30/1981	1450 7.0	6.0	4.00	0.082	VII	4.3(6.9)
DMG	37.3670	118.8330	05/18/1946	64548.0	0.0	4.00	0.029	V	20.7(33.3)
UNR	37.4880	118.8810	10/01/1981	225 7.8	0.9	4.00	0.043	VI	12.0(19.3)
PAS	37.5170	118.6570	05/26/1980	34910.7	4.7	4.00	0.030	V	19.3(31.1)
PAS	37.6040	118.7390	05/26/1980	43655.2	2.2	4.00	0.041	V	13.0(20.9)
UNR	37.5560	118.1090	10/21/1976	112 9.5	7.6	4.00	0.015	IV	47.6(76.5)
UNR	37.6190	118.9310	11/13/1981	030 0.0	7.9	4.00	0.096	VII	2.9(4.6)
PAS	37.5710	118.8840	11/22/1980	02116.8	4.8	4.00	0.062	VI	7.0(11.3)
PAS	37.3950	118.5590	01/14/1984	04223.4	6.0	4.00	0.023	IV	28.4(45.8)
GSB	37.5270	118.7970	12/14/1998	041403.0	8.0	4.00	0.042	VI	12.6(20.2)
PAS	37.5350	118.6960	05/26/1980	11 4 5.8	1.0	4.00	0.034	V	16.9(27.2)
DMG	38.2000	118.7000	09/09/1951	184935.0	0.0	4.00	0.017	IV	41.0(65.9)
DMG	37.7000	118.0000	11/12/1964	20 725.0	0.0	4.00	0.014	IV	53.2(85.6)
DMG	38.0000	119.0000	11/28/1951	44950.0	0.0	4.00	0.025	V	24.5(39.4)
UNR	37.4640	118.8080	06/30/1980	2 943.6	16.5	4.00	0.036	V	15.4(24.8)
UNR	38.0490	118.5740	09/21/1980	151555.5	5.3	4.00	0.019	IV	35.2(56.7)
UNR	37.5360	118.7880	12/12/1982	2059 8.5	0.1	4.00	0.042	VI	12.6(20.2)
UNR	37.5430	118.8400	05/27/1980	63654.4	0.1	4.00	0.049	VI	10.1(16.2)
GSB	37.5110	118.8260	05/17/1999	063719.1	3.0	4.00	0.043	VI	12.2(19.7)
UNR	37.4860	118.7850	10/04/1980	164217.9	2.8	4.00	0.037	V	15.0(24.2)
PAS	37.4930	118.8070	05/25/1980	171731.7	5.0	4.00	0.039	V	13.9(22.3)
DMG	38.3000	119.1800	03/29/1960	33112.0	0.0	4.00	0.016	IV	46.6(74.9)
UNR	38.0630	118.5810	09/07/1980	1158 2.1	11.1	4.00	0.019	IV	35.8(57.6)
PAS	37.5830	118.4170	07/22/1986	122615.5	6.0	4.00	0.021	IV	30.6(49.2)
PAS	37.9330	118.9220	07/07/1980	213440.1	2.6	4.00	0.030	V	20.0(32.1)
PAS	37.4550	118.6380	11/27/1984	173123.3	6.0	4.00	0.027	V	22.5(36.2)
PAS	37.5530	118.8100	05/08/1982	35715.2	4.9	4.00	0.046	VI	10.9(17.5)
PAS	37.6840	118.7900	09/24/1979	142620.6	5.0	4.00	0.049	VI	10.2(16.4)
UNR	37.4980	118.8040	07/13/1980	105536.0	11.0	4.00	0.039	V	13.7(22.1)
GSB	37.4680	118.6200	03/07/1990	071636.7	11.0	4.00	0.027	V	22.8(36.7)
PAS	37.5500	118.8290	05/25/1980	165950.2	5.0	4.00	0.049	VI	10.2(16.4)
UNR	38.2260	119.3580	10/08/1979	04744.5	8.6	4.00	0.016	IV	45.2(72.8)
PAS	37.4590	118.5530	01/14/1984	31114.2	6.0	4.00	0.024	V	26.3(42.3)
UNR	37.5040	118.8710	05/29/1980	165656.7	6.3	4.00	0.045	VI	11.2(18.1)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
UNR	37.3880	118.4660	04/23/1976	037 2.2	1.8	4.00	0.020	IV	32.9(52.9)
PAS	38.0010	118.3710	01/01/1981	182225.2	4.2	4.00	0.017	IV	40.9(65.8)
DMG	37.5000	118.6830	09/08/1960	184136.0	0.0	4.00	0.031	V	18.7(30.1)
PAS	37.5830	118.8680	11/11/1980	53012.5	5.0	4.00	0.062	VI	7.1(11.5)
GSB	37.5930	118.8070	06/26/1998	200741.9	6.0	4.00	0.050	VI	9.7(15.6)
GSB	37.5740	118.7710	06/21/1998	153250.4	6.0	4.00	0.043	VI	12.0(19.3)
UNR	38.0750	118.5620	09/05/1980	155256.0	0.5	4.00	0.019	IV	37.1(59.6)
UNR	37.6110	118.7960	05/14/1980	08232.1	1.9	4.00	0.050	VI	9.9(15.9)
PAS	37.5770	118.8970	06/05/1980	1941 2.1	4.1	4.00	0.067	VI	6.3(10.1)
UNR	38.0480	118.7930	10/10/1977	1926 4.7	9.5	4.00	0.022	IV	29.4(47.3)
PAS	37.3500	118.5980	11/28/1984	64436.0	6.0	4.00	0.022	IV	28.9(46.5)
DMG	37.5000	117.9000	11/23/1964	235230.0	0.0	4.00	0.013	III	59.5(95.7)
GSG	37.6480	118.0560	07/05/1992	061618.6	0.0	4.00	0.015	IV	50.0(80.5)
PAS	37.6000	118.8170	05/25/1980	165347.3	4.0	4.00	0.053	VI	9.0(14.5)
UNR	37.5880	118.1260	10/20/1976	65343.5	9.7	4.00	0.016	IV	46.4(74.6)
UNR	38.0080	118.6750	07/07/1980	204644.6	6.0	4.00	0.022	IV	29.7(47.9)
PAS	37.6000	118.8170	05/25/1980	2356 3.6	4.0	4.00	0.053	VI	9.0(14.5)
USG	37.5440	118.4420	07/29/1986	71158.1	9.5	4.01	0.022	IV	29.8(47.9)
UNR	37.5910	118.7450	07/30/1983	41639.6	1.3	4.03	0.042	VI	12.9(20.8)
UNR	37.6200	118.8530	01/07/1983	511 3.1	0.3	4.03	0.065	VI	6.7(10.8)
UNR	37.5220	118.8580	11/23/1983	63958.1	6.3	4.05	0.049	VI	10.6(17.0)
USG	37.5990	118.4660	07/24/1986	24310.3	3.5	4.05	0.024	IV	27.8(44.7)
USG	37.4770	118.3790	07/24/1986	19 325.3	8.5	4.06	0.020	IV	34.4(55.4)
USG	37.5300	118.4760	07/26/1986	143940.3	8.5	4.06	0.024	IV	28.2(45.4)
USG	37.6020	118.4190	07/21/1986	171958.5	6.9	4.09	0.023	IV	30.3(48.8)
PAS	37.4990	118.8040	11/09/1979	1747 0.4	4.7	4.10	0.042	VI	13.7(22.0)
UNR	37.5590	118.7760	05/28/1980	92030.6	7.9	4.10	0.045	VI	12.2(19.7)
DMG	37.5800	118.0500	01/17/1931	8 720.6	0.0	4.10	0.015	IV	50.6(81.4)
PAS	37.5080	118.8160	05/27/1980	151346.8	4.2	4.10	0.044	VI	12.8(20.5)
PAS	37.4950	118.8250	09/28/1982	04149.9	6.0	4.10	0.043	VI	13.1(21.1)
DMG	37.5000	119.0000	11/06/1962	115717.0	0.0	4.10	0.051	VI	10.2(16.4)
GSB	37.6240	118.8600	03/30/1996	152223.8	7.0	4.10	0.071	VI	6.2(10.1)
PAS	37.5670	118.8450	08/17/1975	02426.9	8.0	4.10	0.057	VI	8.8(14.1)
PAS	37.6800	118.9740	01/29/1983	15 6 1.8	6.0	4.10	0.107	VII	2.3(3.8)
UNR	37.5570	118.8510	06/02/1980	63947.7	9.7	4.10	0.056	VI	9.0(14.5)
DMG	37.6670	118.6670	09/22/1954	7 155.0	0.0	4.10	0.036	V	16.7(26.8)
PAS	37.4780	118.8190	05/27/1980	154146.9	1.4	4.10	0.040	V	14.3(23.0)
UNR	37.6280	118.8910	06/14/1980	54747.8	3.5	4.10	0.084	VII	4.5(7.3)
PAS	37.6080	118.8460	05/27/1980	9 931.3	2.8	4.10	0.064	VI	7.3(11.8)
UNR	37.5870	118.8790	07/25/1980	64419.2	3.7	4.10	0.069	VI	6.5(10.4)
PAS	37.4550	118.6870	11/25/1984	161520.3	6.0	4.10	0.031	V	20.4(32.8)
UNR	38.1600	118.3610	12/28/1980	23 538.7	6.9	4.10	0.016	IV	48.6(78.2)
DMG	38.3170	119.1670	04/05/1963	212751.6	0.0	4.10	0.016	IV	47.5(76.5)
PAS	37.5750	118.8220	03/18/1985	183231.3	6.0	4.10	0.054	VI	9.5(15.3)
USG	37.5320	118.8760	08/01/1980	164254.6	4.1	4.10	0.054	VI	9.4(15.2)
GSB	37.9930	118.5800	10/10/1992	175452.2	8.0	4.10	0.022	IV	32.1(51.6)
DMG	37.7000	118.2000	10/30/1964	175038.0	0.0	4.10	0.018	IV	42.3(68.1)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
UNR	37.4300	118.6120	11/29/1984	104227.7	13.4	4.10	0.027	V	24.7(39.7)
PAS	37.6020	118.9360	06/02/1980	102221.1	4.3	4.10	0.093	VII	3.6(5.8)
GSB	37.5190	118.2570	07/21/1986	234304.8	10.0	4.10	0.018	IV	40.0(64.4)
UNR	37.3200	118.7040	10/26/1978	19038.1	9.2	4.10	0.025	V	26.8(43.2)
PAS	37.4180	118.7580	05/25/1980	221036.6	5.4	4.10	0.032	V	19.6(31.5)
PAS	37.6350	118.8760	08/19/1980	64526.8	3.3	4.10	0.078	VII	5.2(8.4)
PAS	37.4150	118.7320	12/26/1979	8 9 6.6	4.7	4.10	0.031	V	20.6(33.2)
DMG	37.3670	118.8330	05/18/1946	355 0.0	0.0	4.10	0.030	V	20.7(33.3)
UNR	37.5750	118.7950	06/10/1980	152135.7	2.5	4.10	0.049	VI	10.8(17.4)
DMG	37.1670	118.0670	07/30/1945	6 610.0	0.0	4.10	0.014	III	59.6(95.9)
UNR	37.6550	118.8180	11/09/1979	174558.9	8.5	4.10	0.059	VI	8.4(13.5)
UNR	38.0230	118.2610	11/01/1976	1844 7.5	13.1	4.10	0.016	IV	46.6(75.1)
PAS	37.6730	118.9670	11/25/1980	05949.5	6.0	4.10	0.112	VII	1.9(3.0)
DMG	37.4670	118.3670	12/09/1949	84118.0	0.0	4.10	0.020	IV	35.3(56.8)
PAS	37.5350	118.9000	01/07/1983	14541.0	5.0	4.10	0.058	VI	8.6(13.8)
UNR	37.5860	118.8150	06/28/1980	353 1.6	3.2	4.10	0.054	VI	9.5(15.3)
DMG	37.4830	118.5830	09/28/1950	11 322.0	0.0	4.10	0.027	V	24.0(38.7)
GSG	38.3410	118.3540	06/28/1992	123400.4	2.0	4.10	0.014	III	58.5(94.2)
PAS	37.5080	118.8120	05/26/1980	13 420.6	1.6	4.10	0.043	VI	12.9(20.8)
PAS	37.5540	118.8660	08/01/1980	17 917.3	0.2	4.10	0.058	VI	8.6(13.8)
PAS	37.9780	118.8590	12/07/1983	221558.2	6.0	4.10	0.028	V	23.7(38.1)
DMG	37.3000	118.5000	11/01/1965	171016.3	0.0	4.10	0.020	IV	35.2(56.6)
PAS	37.6470	118.8870	08/24/1981	45218.0	2.8	4.10	0.084	VII	4.6(7.4)
GSB	37.6000	118.9150	12/29/1997	200232.7	8.0	4.10	0.085	VII	4.4(7.1)
DMG	37.4000	118.6000	09/04/1964	202024.8	0.0	4.10	0.025	V	26.5(42.6)
DMG	37.7000	118.1000	10/30/1964	23 259.5	0.0	4.10	0.016	IV	47.7(76.8)
PAS	37.4450	118.3810	07/22/1986	62153.0	6.0	4.10	0.020	IV	35.2(56.6)
GDB	37.8500	118.2000	03/04/2000	161322.0	1.0	4.10	0.017	IV	44.4(71.4)
PAS	37.6000	118.8170	05/25/1980	165251.6	4.0	4.10	0.056	VI	9.0(14.5)
UNR	37.6250	118.8970	06/01/1980	1459 5.3	1.5	4.10	0.086	VII	4.3(6.9)
PAS	37.5200	118.6910	10/04/1978	18 153.4	4.4	4.10	0.034	V	17.6(28.3)
UNR	37.6100	118.8540	11/07/1979	62723.9	8.5	4.10	0.067	VI	6.9(11.0)
UNR	37.5080	118.8450	11/21/1980	231042.7	9.7	4.10	0.046	VI	11.8(18.9)
PAS	37.5560	118.8630	06/28/1980	05843.1	5.1	4.10	0.058	VI	8.6(13.8)
DMG	37.6670	118.3000	10/24/1949	22233.0	0.0	4.10	0.020	IV	36.7(59.1)
UNR	37.3660	118.4020	11/26/1976	0 947.8	6.4	4.10	0.020	IV	36.7(59.0)
UNR	37.5890	118.8120	05/31/1980	101431.1	3.7	4.10	0.054	VI	9.5(15.4)
UNR	38.2130	119.3350	10/07/1979	214523.4	8.6	4.10	0.017	IV	43.9(70.6)
DMG	38.0000	118.0000	05/03/1958	1736 0.0	0.0	4.10	0.014	III	58.3(93.8)
UNR	37.4970	118.7270	07/27/1980	165531.2	3.6	4.10	0.036	V	16.9(27.1)
PAS	37.6670	118.9850	01/07/1983	63825.8	6.0	4.10	0.115	VII	1.6(2.6)
UNR	37.6300	118.9040	09/23/1979	13 5 4.9	0.0	4.10	0.091	VII	3.8(6.1)
PAS	37.5560	118.8480	05/31/1980	8 520.1	5.8	4.10	0.055	VI	9.2(14.7)
DMG	38.2800	119.3300	12/18/1960	232330.0	0.0	4.10	0.016	IV	47.9(77.1)
PAS	37.4730	118.6020	11/24/1984	92117.9	6.0	4.10	0.028	V	23.5(37.8)
GSB	37.4290	118.6210	09/25/1993	022655.9	11.0	4.10	0.027	V	24.3(39.1)
PAS	37.4200	118.6600	11/24/1984	202533.1	6.0	4.10	0.028	V	23.1(37.2)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
GSB	38.1630	118.1970	10/29/1993	115333.0	5.0	4.10	0.014	IV	55.2(88.9)
PAS	37.6490	119.0890	02/05/1984	105846.9	6.0	4.10	0.069	VI	6.5(10.4)
UNR	38.0660	118.5710	09/07/1980	165734.3	7.8	4.10	0.020	IV	36.3(58.4)
UNR	37.4970	118.8800	06/04/1980	545 4.6	2.9	4.10	0.047	VI	11.4(18.4)
PAS	37.3920	118.5770	02/27/1984	13621.3	6.0	4.10	0.024	V	27.8(44.7)
UNR	37.6380	118.9090	07/26/1980	2143 1.5	8.9	4.10	0.095	VII	3.4(5.5)
UNR	37.5820	118.5210	10/21/1976	040 4.4	8.1	4.10	0.026	V	25.0(40.2)
UNR	37.6290	118.8650	10/09/1981	11060.0	7.6	4.10	0.073	VII	5.9(9.5)
PAS	37.3900	118.5650	11/22/1988	75739.7	6.0	4.10	0.024	V	28.4(45.7)
PAS	37.4970	118.8390	05/26/1980	64347.9	1.9	4.10	0.044	VI	12.6(20.2)
PAS	37.5120	118.7490	05/26/1980	102032.8	0.5	4.10	0.038	V	15.3(24.6)
PAS	37.5060	118.8640	10/18/1980	1649 5.6	5.0	4.10	0.048	VI	11.3(18.2)
UNR	37.5900	118.7890	05/26/1980	103929.7	3.4	4.10	0.050	VI	10.7(17.2)
GSB	37.5520	118.4320	05/04/1991	182819.8	5.0	4.10	0.023	IV	30.2(48.6)
UNR	37.4780	118.9000	07/29/1980	191714.0	0.9	4.10	0.045	VI	12.2(19.7)
UNR	37.5330	118.8780	06/04/1980	19 921.5	7.2	4.10	0.055	VI	9.3(15.0)
UNR	37.5130	118.9590	05/26/1980	103953.0	9.3	4.10	0.055	VI	9.2(14.8)
GSB	37.2030	118.4520	10/19/1988	160823.8	13.0	4.10	0.018	IV	41.8(67.2)
UNR	37.4770	118.8070	06/04/1980	83420.1	10.4	4.10	0.039	V	14.7(23.7)
PAS	37.5860	118.5560	10/25/1980	53525.6	6.0	4.10	0.028	V	23.1(37.1)
GSB	37.6460	118.8990	11/13/1997	194222.1	6.0	4.10	0.090	VII	3.9(6.3)
GSB	37.5820	118.7900	08/05/1998	134428.7	4.0	4.10	0.049	VI	10.8(17.4)
GSB	37.6150	118.8590	04/01/1996	041336.5	10.0	4.10	0.069	VI	6.5(10.4)
PAS	37.5170	118.5400	05/18/1980	124733.5	5.0	4.10	0.026	V	25.2(40.6)
GSB	37.5240	118.7990	12/17/1998	103212.9	6.0	4.10	0.044	VI	12.6(20.3)
PAS	37.5630	118.8760	12/31/1983	223940.6	6.0	4.10	0.062	VI	7.7(12.5)
DMG	38.3200	119.1700	04/05/1962	212751.6	0.0	4.10	0.016	IV	47.8(76.9)
UNR	37.5840	118.8170	05/31/1980	131340.5	2.8	4.10	0.054	VI	9.4(15.2)
USG	37.6190	118.9110	03/20/1980	164248.8	2.7	4.12	0.092	VII	3.8(6.1)
USG	37.4950	118.0770	12/10/1982	152027.0	8.0	4.12	0.016	IV	50.0(80.5)
UNR	37.5160	118.8530	03/16/1983	152528.2	7.3	4.13	0.049	VI	11.1(17.8)
USG	37.6440	118.8620	09/30/1981	143914.7	6.2	4.16	0.075	VII	6.0(9.6)
UNR	37.8430	118.1700	11/12/1982	52647.9	7.1	4.17	0.017	IV	45.8(73.7)
GSB	37.5130	118.2940	07/22/1986	220641.8	10.0	4.20	0.020	IV	38.2(61.4)
UNR	37.6200	118.9090	07/01/1980	142512.4	4.2	4.20	0.096	VII	3.8(6.2)
DMG	37.3330	118.1170	09/04/1945	111356.0	0.0	4.20	0.016	IV	51.5(82.9)
DMG	38.2800	119.1700	03/29/1960	4 157.0	0.0	4.20	0.018	IV	45.1(72.5)
UNR	37.5160	118.7950	12/26/1978	8 8 4.3	9.9	4.20	0.045	VI	13.2(21.2)
PAS	37.6030	118.8080	07/30/1983	12616.6	6.0	4.20	0.057	VI	9.4(15.1)
DMG	38.3000	118.2000	11/07/1928	214 0.0	0.0	4.20	0.014	IV	61.6(99.2)
DMG	37.3500	118.6500	08/04/1959	74133.0	0.0	4.20	0.026	V	27.0(43.4)
GSB	38.0680	118.7640	04/14/1997	112053.2	0.0	4.20	0.023	IV	31.2(50.3)
PAS	37.5940	118.7500	11/20/1979	1724 0.1	4.6	4.20	0.046	VI	12.6(20.3)
PAS	37.5480	118.8120	11/10/1979	94510.7	4.7	4.20	0.051	VI	11.0(17.7)
GSB	37.2820	118.3450	02/01/1994	080151.2	9.0	4.20	0.019	IV	42.5(68.4)
DMG	38.1000	118.2000	10/16/1928	417 0.0	0.0	4.20	0.016	IV	52.4(84.3)
PAS	37.4970	118.8330	09/23/1982	328 0.3	6.0	4.20	0.046	VI	12.8(20.5)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
PAS	38.2330	118.3270	08/29/1982	21 8 3.0	6.0	4.20	0.015	IV	53.6(86.2)
DMG	37.3170	118.3830	11/17/1944	03249.0	0.0	4.20	0.020	IV	39.4(63.4)
GSG	37.9420	118.1470	10/08/1996	140147.4	2.0	4.20	0.016	IV	49.4(79.4)
UNR	37.5860	118.8340	10/03/1981	12037.3	1.3	4.20	0.061	VI	8.6(13.8)
GSB	37.8310	118.2380	11/02/1997	083422.3	1.0	4.20	0.019	IV	42.0(67.6)
UNR	37.4610	118.8060	06/06/1980	171615.2	10.2	4.20	0.040	V	15.6(25.2)
PAS	37.6000	118.8170	05/25/1980	163846.8	4.0	4.20	0.059	VI	9.0(14.5)
DMG	37.8170	118.5830	04/02/1958	215437.0	0.0	4.20	0.029	V	24.2(39.0)
PAS	37.6190	118.4300	09/18/1986	75947.9	6.0	4.20	0.024	V	29.6(47.7)
DMG	37.4170	118.5830	08/17/1945	202114.0	0.0	4.20	0.027	V	26.5(42.6)
UNR	37.6520	118.8530	11/09/1979	101155.5	12.5	4.20	0.073	VII	6.5(10.4)
DMG	38.3500	118.5700	03/05/1959	64138.0	0.0	4.20	0.016	IV	53.3(85.7)
GSP	37.5970	118.3540	07/21/1986	174855.9	10.0	4.20	0.022	IV	33.9(54.6)
PAS	37.4780	118.8160	05/26/1980	143732.4	0.9	4.20	0.042	VI	14.4(23.1)
PAS	37.4310	118.6220	04/26/1985	4 3 7.7	6.0	4.20	0.029	V	24.2(38.9)
PAS	37.6580	118.9080	09/27/1980	191624.5	5.0	4.20	0.099	VII	3.5(5.7)
GSB	37.6340	118.8710	01/05/1998	141112.9	6.0	4.20	0.080	VII	5.5(8.9)
UNR	37.5430	118.8160	05/29/1980	41852.5	12.5	4.20	0.051	VI	11.1(17.8)
GSB	38.0330	119.1680	11/05/1990	071652.4	10.0	4.20	0.025	V	28.8(46.3)
PAS	37.5850	118.9500	07/16/1984	101423.2	6.0	4.20	0.090	VII	4.4(7.0)
PAS	37.4700	118.8120	05/28/1980	115437.9	6.4	4.20	0.041	V	14.9(24.1)
DMG	37.6120	118.8930	05/03/1963	21444.1	-2.0	4.20	0.085	VII	4.9(7.8)
PAS	37.7710	118.3770	07/22/1986	202224.7	6.0	4.20	0.022	IV	33.6(54.0)
PAS	37.5280	118.7160	01/14/1980	235156.8	4.8	4.20	0.039	V	16.2(26.0)
PAS	37.6060	118.9150	05/25/1980	165613.3	4.4	4.20	0.093	VII	4.1(6.6)
UNR	37.5480	118.7880	07/16/1980	91111.1	3.4	4.20	0.048	VI	12.1(19.4)
DMG	38.1700	119.2800	08/08/1946	10 514.0	0.0	4.20	0.019	IV	39.9(64.2)
UNR	37.5500	118.8780	07/26/1980	172247.0	3.9	4.20	0.062	VI	8.4(13.5)
PAS	37.5300	118.8600	05/26/1980	1924 9.9	4.6	4.20	0.055	VI	10.1(16.2)
PAS	37.4550	118.8100	05/25/1980	164159.0	5.0	4.20	0.039	V	15.9(25.5)
UNR	37.6390	118.8670	05/28/1980	613 5.9	4.0	4.20	0.078	VII	5.7(9.2)
PAS	37.4680	118.3530	06/04/1982	164148.3	5.0	4.20	0.021	IV	36.0(57.9)
PAS	37.4850	118.8430	06/08/1980	232220.7	1.9	4.20	0.045	VI	13.1(21.2)
UNR	37.4780	118.8270	05/28/1980	1013 2.5	14.2	4.20	0.043	VI	14.0(22.6)
UNR	38.2220	119.3400	10/09/1979	22010.1	7.6	4.20	0.018	IV	44.5(71.7)
UNR	37.4630	118.5920	11/27/1984	71915.8	5.6	4.20	0.028	V	24.3(39.1)
DMG	37.2000	118.7000	06/07/1948	15 522.0	0.0	4.20	0.022	IV	34.2(55.0)
PAS	37.5520	118.8330	10/04/1980	163822.4	5.0	4.20	0.055	VI	10.0(16.0)
USG	37.4750	118.5140	11/13/1986	165537.8	4.1	4.20	0.026	V	27.7(44.5)
UNR	37.5460	118.9020	06/20/1980	1724 7.6	2.4	4.20	0.064	VI	7.9(12.7)
PAS	38.2090	118.6030	12/28/1980	23 035.9	6.0	4.20	0.018	IV	43.7(70.4)
GSB	37.8350	118.2730	11/02/1997	162253.3	6.0	4.20	0.019	IV	40.3(64.8)
GSB	37.5260	118.7970	12/14/1998	055409.0	6.0	4.20	0.046	VI	12.6(20.3)
DMG	37.5000	118.8000	11/08/1955	24052.0	0.0	4.20	0.044	VI	13.8(22.1)
UNR	37.6250	118.8530	10/02/1981	73722.3	7.7	4.20	0.072	VI	6.6(10.6)
DMG	38.2000	119.3000	09/28/1955	95233.0	0.0	4.20	0.019	IV	42.2(68.0)
DMG	38.3500	119.1700	04/13/1962	2021 3.9	0.0	4.20	0.016	IV	49.8(80.1)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
GSB	37.6270	118.8650	03/30/1996	231518.5	7.0	4.20	0.077	VII	5.9(9.6)
PAS	37.4620	118.8660	06/01/1980	64736.9	8.2	4.20	0.043	VI	13.9(22.4)
GSB	37.3670	118.2170	07/27/1986	034940.5	10.0	4.20	0.018	IV	45.6(73.3)
DMG	38.3300	119.3000	06/08/1962	628 4.2	0.0	4.20	0.016	IV	50.5(81.3)
DMG	38.2500	118.3700	01/13/1958	41727.0	0.0	4.20	0.016	IV	53.0(85.3)
GSB	37.3880	118.6890	09/11/1998	143842.7	12.0	4.20	0.029	V	23.6(37.9)
UNR	37.4650	119.4120	11/18/1981	161548.5	10.1	4.20	0.026	V	27.2(43.8)
GSB	37.5850	118.7840	06/11/1998	063329.1	8.0	4.20	0.051	VI	11.1(17.8)
UNR	37.6020	118.9270	05/31/1980	142050.7	0.3	4.20	0.095	VII	3.9(6.2)
UNR	37.6190	118.9300	11/13/1981	03747.6	7.8	4.20	0.106	VII	2.9(4.7)
UNR	37.5940	118.7840	08/26/1982	1939 7.9	6.8	4.22	0.052	VI	10.8(17.4)
USG	37.5480	118.8450	07/03/1983	1840 7.7	9.0	4.25	0.058	VI	9.7(15.5)
UNR	37.6330	118.9290	02/24/1983	1951 0.7	6.6	4.25	0.114	VII	2.5(4.0)
USG	37.4970	118.8710	07/16/1980	1125 3.1	0.4	4.26	0.051	VI	11.7(18.8)
UNR	37.8620	118.1670	10/04/1982	22359.7	6.9	4.27	0.018	IV	46.3(74.6)
USG	37.5220	118.8650	06/18/1980	131515.0	1.7	4.29	0.056	VI	10.3(16.6)
UNR	37.5300	118.7830	05/30/1980	1549 2.3	5.6	4.30	0.048	VI	13.0(21.0)
PAS	37.4930	118.7310	12/06/1979	193241.4	5.0	4.30	0.040	V	16.9(27.1)
PAS	37.5340	118.6430	01/19/1979	181042.4	5.2	4.30	0.035	V	19.5(31.4)
PAS	37.4970	118.8530	06/13/1980	232320.6	6.0	4.30	0.050	VI	12.2(19.6)
UNR	37.4630	118.8450	05/28/1980	141822.3	8.9	4.30	0.044	VI	14.4(23.2)
PAS	37.6350	118.9170	09/24/1979	13 5 4.8	5.0	4.30	0.110	VII	3.0(4.9)
UNR	37.5220	118.7840	05/28/1980	14 630.2	4.5	4.30	0.047	VI	13.3(21.5)
PAS	37.6220	118.8920	12/24/1984	192229.9	6.0	4.30	0.092	VII	4.6(7.4)
GSB	37.5730	118.7970	08/02/1998	144545.5	6.0	4.30	0.055	VI	10.8(17.3)
UNR	37.5300	118.8520	05/27/1980	1327 8.0	0.5	4.30	0.056	VI	10.3(16.6)
T-A	37.0000	119.5000	07/14/1894	450 0.0	0.0	4.30	0.016	IV	53.2(85.7)
GSB	38.2390	118.3890	02/25/1998	005037.0	11.0	4.30	0.017	IV	51.8(83.3)
T-A	37.5000	120.0000	01/22/1857	0 0 0.0	0.0	4.30	0.016	IV	57.2(92.1)
PAS	37.5650	118.7020	01/07/1983	13639.8	3.7	4.30	0.042	VI	15.7(25.3)
GSB	37.5010	118.3520	08/01/1986	142716.0	5.0	4.30	0.023	IV	35.3(56.8)
PAS	37.5500	118.3800	10/04/1978	174648.7	15.0	4.30	0.024	IV	33.0(53.1)
PAS	37.5000	118.6770	10/04/1978	182241.4	2.1	4.30	0.036	V	19.0(30.5)
PAS	37.6880	118.8920	06/07/1980	231752.3	3.3	4.30	0.087	VII	5.2(8.3)
UNR	37.5720	118.8780	05/30/1980	1949 2.5	8.6	4.30	0.072	VI	7.2(11.6)
PAS	38.0890	118.5810	09/12/1981	181258.9	10.3	4.30	0.022	IV	37.2(59.9)
PAS	37.5720	118.6840	05/25/1980	203841.3	3.6	4.30	0.040	V	16.5(26.6)
PAS	37.4910	118.8160	05/27/1980	17 958.6	6.0	4.30	0.046	VI	13.7(22.0)
MGI	37.9500	119.1000	08/22/1952	1230 0.0	0.0	4.30	0.032	V	22.1(35.6)
GSP	37.5140	118.3070	07/21/1986	162644.3	5.0	4.30	0.022	IV	37.5(60.3)
UNR	37.5460	118.9180	05/28/1980	42211.3	3.4	4.30	0.070	VI	7.5(12.1)
UNR	38.0340	118.5710	11/11/1980	103351.1	6.2	4.30	0.023	IV	34.5(55.6)
PAS	37.6000	118.8170	05/25/1980	163649.2	4.0	4.30	0.062	VI	9.0(14.5)
PAS	37.3690	118.4120	10/09/1986	53726.1	9.4	4.30	0.022	IV	36.1(58.1)
UNR	37.6400	118.8620	05/28/1980	64919.6	3.0	4.30	0.081	VII	6.0(9.6)
DMG	37.4500	118.5830	08/06/1948	42257.0	0.0	4.30	0.029	V	25.2(40.5)
PAS	38.1000	119.0470	12/15/1980	115032.3	3.0	4.30	0.025	V	31.6(50.9)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
PAS	37.7220	118.3580	07/21/1986	312 9.6	6.0	4.30	0.023	IV	33.9(54.5)
MGI	37.4500	119.0500	01/31/1934	1945 0.0	0.0	4.30	0.045	VI	14.2(22.9)
UNR	37.6280	118.8710	06/01/1980	223022.4	8.6	4.30	0.084	VII	5.6(9.0)
UNR	37.5830	118.8170	07/01/1980	63813.6	13.8	4.30	0.060	VI	9.5(15.2)
PAS	37.5230	118.8560	12/08/1979	213853.8	4.9	4.30	0.056	VI	10.6(17.0)
PAS	37.6790	118.7750	06/16/1979	224459.2	4.9	4.30	0.054	VI	10.9(17.6)
PAS	37.5560	118.7890	10/30/1980	34524.6	5.0	4.30	0.052	VI	11.7(18.9)
UNR	37.5250	118.8380	07/02/1980	41352.7	7.7	4.30	0.054	VI	11.1(17.8)
GSB	37.5370	118.8050	06/03/1999	213627.7	3.0	4.30	0.051	VI	11.8(19.0)
DMG	37.8000	118.2000	04/10/1953	51144.0	0.0	4.30	0.019	IV	43.4(69.9)
UNR	37.4830	118.9000	10/01/1981	071 4.7	1.4	4.30	0.051	VI	11.9(19.2)
PAS	37.4520	118.7500	05/25/1980	19 437.4	6.1	4.30	0.038	V	18.1(29.0)
DMG	38.1000	118.2000	08/28/1959	15238.0	0.0	4.30	0.017	IV	52.4(84.3)
PAS	37.5280	118.6680	10/04/1978	173131.1	6.1	4.30	0.037	V	18.5(29.7)
USG	37.5900	118.9290	03/15/1980	153048.0	0.5	4.31	0.094	VII	4.5(7.2)
USG	37.5640	118.4850	07/18/1986	16 049.5	6.4	4.35	0.028	V	27.2(43.7)
UNR	37.8560	118.1610	10/02/1982	932 5.9	4.9	4.39	0.019	IV	46.5(74.9)
DMG	37.6670	118.6670	08/20/1954	8 145.0	0.0	4.40	0.042	VI	16.7(26.8)
UNR	37.3730	119.9560	08/10/1975	51640.5	5.5	4.40	0.016	IV	57.2(92.0)
UNR	37.6280	118.8970	06/07/1980	13145.5	6.8	4.40	0.102	VII	4.2(6.8)
DMG	37.6000	118.4330	01/11/1947	115748.0	0.0	4.40	0.027	V	29.6(47.6)
GSB	37.5700	118.7940	08/01/1998	060144.0	6.0	4.40	0.057	VI	11.0(17.7)
PAS	37.5720	118.8360	03/27/1980	226 5.9	4.4	4.40	0.066	VI	9.0(14.4)
PAS	37.3830	117.8950	01/24/1982	1544 8.2	6.0	4.40	0.015	IV	61.7(99.2)
GSB	37.4180	118.6420	07/11/1989	041334.2	12.0	4.40	0.032	V	23.9(38.5)
PAS	37.7850	118.3180	07/22/1986	201657.9	6.0	4.40	0.023	IV	36.9(59.4)
PAS	37.5330	118.4170	07/31/1986	728 3.8	6.0	4.40	0.026	V	31.3(50.4)
PAS	37.9890	118.4250	09/16/1980	42443.2	3.6	4.40	0.022	IV	38.0(61.2)
PAS	37.5070	118.6720	10/05/1978	11746.9	0.1	4.40	0.038	V	19.0(30.5)
UNR	37.6330	118.8940	06/07/1980	13158.0	7.5	4.40	0.101	VII	4.3(6.9)
PAS	37.6230	118.8520	11/09/1979	175415.3	4.7	4.40	0.079	VII	6.7(10.8)
PAS	37.5180	118.3990	07/22/1986	182944.3	6.0	4.40	0.025	V	32.5(52.3)
PAS	37.8540	118.1910	10/01/1982	13335.8	6.0	4.40	0.020	IV	44.9(72.3)
GSB	37.8540	118.1970	03/20/1998	104304.5	5.0	4.40	0.020	IV	44.6(71.8)
DMG	37.5000	118.5670	05/08/1945	18 846.0	0.0	4.40	0.032	V	24.3(39.1)
GSB	37.5560	118.8030	05/26/1999	035353.4	4.0	4.40	0.057	VI	11.1(17.8)
PAS	38.0690	118.5650	09/08/1980	42619.9	5.0	4.40	0.023	IV	36.6(58.9)
PAS	37.9730	118.3910	09/06/1980	72755.1	5.3	4.40	0.022	IV	38.9(62.5)
PAS	37.6360	118.9160	09/07/1979	94348.5	3.5	4.40	0.116	VII	3.1(5.0)
PAS	37.5610	118.8940	05/26/1980	057 4.2	4.4	4.40	0.076	VII	7.2(11.6)
UNR	38.0110	118.6740	06/30/1980	1022 1.5	4.8	4.40	0.027	V	29.9(48.2)
DMG	38.4000	118.4000	07/08/1964	55542.2	0.0	4.40	0.016	IV	60.6(97.5)
UNR	38.2430	119.3580	10/07/1979	212052.7	8.1	4.40	0.019	IV	46.3(74.5)
DMG	37.4750	118.5960	11/21/1967	53020.9	1.1	4.40	0.032	V	23.7(38.1)
UNR	38.2080	119.3310	10/08/1979	33423.7	9.1	4.40	0.020	IV	43.5(69.9)
PAS	37.5050	118.8090	08/01/1980	164856.0	3.0	4.40	0.050	VI	13.2(21.2)
GSB	37.5910	118.8360	03/05/1995	024847.4	11.0	4.40	0.069	VI	8.3(13.4)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
USG	38.2480	118.3310	12/01/1981	161857.4	0.2	4.40	0.017	IV	54.2(87.3)
UNR	37.4280	118.6050	11/23/1984	183855.7	8.1	4.40	0.031	V	25.1(40.3)
GSB	37.5080	118.8330	05/15/1999	133806.2	6.0	4.40	0.053	VI	12.2(19.6)
PAS	37.4540	118.6610	11/27/1984	14152.9	6.0	4.40	0.035	V	21.5(34.7)
DMG	37.6000	118.0000	11/02/1964	113855.7	0.0	4.40	0.017	IV	53.2(85.6)
PAS	37.6470	118.9680	02/04/1983	71510.6	5.0	4.40	0.145	VIII	0.2(0.3)
PAS	37.5210	118.6040	01/24/1979	211426.9	5.2	4.40	0.034	V	21.9(35.2)
PAS	37.4860	118.6650	10/05/1978	64130.1	7.2	4.40	0.037	V	20.1(32.3)
UNR	37.5810	118.7650	06/01/1980	172725.0	4.4	4.40	0.053	VI	12.1(19.5)
GSB	37.6250	118.8580	04/02/1996	015007.7	7.0	4.40	0.082	VII	6.3(10.2)
PAS	37.3810	118.7050	11/26/1984	163122.5	6.0	4.40	0.033	V	23.4(37.6)
PAS	37.5400	118.6510	10/04/1978	1659 4.5	12.4	4.40	0.038	V	19.0(30.5)
DMG	37.6330	118.3000	10/30/1953	73545.0	0.0	4.40	0.023	IV	36.7(59.0)
PAS	37.6040	119.0530	07/03/1980	21933.5	5.0	4.40	0.090	VII	5.3(8.6)
DMG	37.3830	118.6000	05/31/1943	201653.0	0.0	4.50	0.031	V	27.3(43.9)
PAS	37.6250	118.9530	01/07/1983	33023.8	5.0	4.50	0.140	VIII	1.8(2.8)
DMG	38.2500	119.2500	01/05/1933	912 0.0	0.0	4.50	0.021	IV	44.4(71.4)
GSB	37.6650	118.4870	07/21/1986	154624.8	10.0	4.50	0.031	V	26.5(42.6)
PAS	37.4230	118.6150	08/27/1985	3 4 6.8	6.0	4.50	0.033	V	24.8(40.0)
PAS	38.2250	118.6910	09/04/1980	1339 6.7	4.9	4.50	0.022	IV	42.8(68.8)
DMG	38.0000	118.0000	01/02/1933	134 0.0	0.0	4.50	0.017	IV	58.3(93.8)
DMG	37.5670	118.7330	12/31/1941	18 544.0	0.0	4.50	0.050	VI	14.1(22.7)
DMG	38.0000	118.0000	05/11/1939	242 0.0	0.0	4.50	0.017	IV	58.3(93.8)
DMG	37.5670	118.7330	12/05/1942	1852 7.0	0.0	4.50	0.050	VI	14.1(22.7)
DMG	38.0000	118.0000	03/13/1934	1611 0.0	0.0	4.50	0.017	IV	58.3(93.8)
PAS	37.5830	118.4170	07/21/1986	145439.2	6.0	4.50	0.028	V	30.6(49.2)
DMG	38.0000	118.0000	09/23/1938	820 0.0	0.0	4.50	0.017	IV	58.3(93.8)
DMG	38.0000	118.3700	02/06/1968	34810.8	0.0	4.50	0.022	IV	40.9(65.8)
DMG	37.5670	118.7330	09/14/1941	165458.0	0.0	4.50	0.050	VI	14.1(22.7)
DMG	37.5670	118.7330	01/01/1942	341 1.0	0.0	4.50	0.050	VI	14.1(22.7)
PAS	37.5920	118.8420	07/05/1980	115859.7	4.6	4.50	0.075	VII	8.0(12.8)
DMG	37.5670	118.7330	10/23/1941	204431.0	0.0	4.50	0.050	VI	14.1(22.7)
UNR	37.5820	118.9090	05/28/1980	6 743.4	0.2	4.50	0.093	VII	5.6(9.0)
PAS	37.6720	118.8680	01/07/1983	13126.1	5.0	4.50	0.090	VII	5.9(9.5)
DMG	37.4160	118.4790	09/22/1965	214925.9	7.7	4.50	0.027	V	31.3(50.3)
DMG	38.2500	119.2500	01/05/1933	743 0.0	0.0	4.50	0.021	IV	44.4(71.4)
PAS	37.4960	118.8200	05/27/1980	213454.3	4.7	4.50	0.052	VI	13.3(21.3)
DMG	37.5670	118.7330	02/04/1942	332 3.0	0.0	4.50	0.050	VI	14.1(22.7)
DMG	38.0000	118.0000	02/19/1937	23 6 0.0	0.0	4.50	0.017	IV	58.3(93.8)
DMG	37.5000	118.5330	02/24/1940	938 0.0	0.0	4.50	0.032	V	26.0(41.8)
DMG	37.2500	118.5000	06/19/1935	955 0.0	0.0	4.50	0.024	IV	37.6(60.5)
PAS	37.5220	118.8230	05/25/1980	194125.1	4.2	4.50	0.057	VI	11.8(19.0)
GSB	37.5970	118.8360	03/05/1995	000703.1	11.0	4.50	0.074	VII	8.1(13.1)
DMG	37.3330	118.6670	10/25/1932	328 0.0	0.0	4.50	0.031	V	27.3(43.9)
DMG	37.8090	118.3230	12/03/1938	184116.4	10.0	4.50	0.024	V	37.1(59.7)
DMG	38.0000	118.0000	01/30/1936	1832 0.0	0.0	4.50	0.017	IV	58.3(93.8)
UNR	37.5670	118.8930	05/30/1980	154158.1	3.3	4.50	0.082	VII	6.9(11.1)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
DMG	38.0000	118.0000	08/19/1937	7 3 0.0	0.0	4.50	0.017	IV	58.3(93.8)
PAS	37.6760	118.8090	05/26/1980	162021.7	10.4	4.50	0.069	VI	9.1(14.6)
DMG	38.0000	118.0000	04/02/1934	8 5 0.0	0.0	4.50	0.017	IV	58.3(93.8)
UNR	37.4990	118.4180	12/10/1975	191924.4	0.9	4.50	0.027	V	31.9(51.4)
PAS	37.5860	118.4570	07/21/1986	151935.7	6.0	4.50	0.030	V	28.4(45.7)
PAS	37.8090	118.8830	07/03/1980	23956.2	3.9	4.50	0.056	VI	12.2(19.7)
PAS	37.5280	118.4300	05/17/1980	0 117.0	4.9	4.50	0.028	V	30.7(49.4)
PAS	37.5930	118.5670	10/25/1980	52646.4	5.0	4.50	0.035	V	22.4(36.0)
PAS	37.5580	118.8360	09/30/1983	1614 0.9	6.0	4.50	0.066	VI	9.6(15.4)
DMG	38.0000	118.0000	03/19/1934	1041 0.0	0.0	4.50	0.017	IV	58.3(93.8)
DMG	37.6670	118.3830	04/13/1949	75826.0	0.0	4.50	0.027	V	32.2(51.8)
DMG	37.3830	118.9170	05/16/1935	325 0.0	0.0	4.50	0.041	V	18.4(29.6)
PAS	38.0030	118.4010	09/07/1980	64313.4	4.9	4.50	0.023	IV	39.7(63.8)
DMG	38.0000	118.0000	03/23/1934	2249 0.0	0.0	4.50	0.017	IV	58.3(93.8)
DMG	37.5670	118.7330	07/06/1942	211140.0	0.0	4.50	0.050	VI	14.1(22.7)
DMG	37.0800	118.1700	09/23/1931	825 0.0	0.0	4.50	0.017	IV	58.8(94.7)
DMG	37.6840	118.2630	01/22/1972	25718.5	8.0	4.60	0.025	V	38.8(62.4)
PAS	38.0690	118.5760	11/11/1980	1019 2.7	5.0	4.60	0.026	V	36.3(58.4)
PAS	37.5130	118.7320	05/25/1980	17 830.6	5.0	4.60	0.048	VI	16.0(25.7)
GSB	37.4870	118.6350	11/28/1984	165738.1	18.0	4.60	0.039	V	21.4(34.5)
PAS	37.5430	118.8370	05/26/1980	55628.1	11.0	4.60	0.067	VI	10.2(16.4)
UNR	37.5180	118.8880	06/17/1980	122639.5	1.6	4.60	0.068	VI	9.9(16.0)
GSB	37.5070	118.8330	05/15/1999	175408.8	8.0	4.60	0.059	VI	12.2(19.7)
PAS	37.6550	118.3980	07/21/1986	17 532.3	6.0	4.60	0.029	V	31.3(50.4)
DMG	37.7000	119.2800	06/21/1957	04125.0	0.0	4.60	0.045	VI	17.3(27.8)
PAS	37.9500	118.5280	05/07/1981	1 238.0	4.0	4.60	0.028	V	32.0(51.5)
PAS	37.6340	118.7210	05/31/1980	05817.4	12.6	4.60	0.054	VI	13.7(22.0)
GSB	37.8540	118.1610	11/02/1997	150304.3	5.0	4.60	0.021	IV	46.5(74.8)
PAS	37.5830	118.4170	07/21/1986	144521.0	6.0	4.60	0.029	V	30.6(49.2)
PAS	37.5340	118.4810	07/22/1986	122450.3	6.0	4.60	0.032	V	27.9(44.9)
GSB	37.5650	118.8610	02/10/1997	232628.9	9.0	4.60	0.077	VII	8.2(13.2)
PAS	37.6210	118.7260	05/25/1980	165229.2	4.3	4.60	0.055	VI	13.5(21.7)
PAS	37.6120	118.4740	07/29/1986	95757.4	6.0	4.60	0.032	V	27.3(43.9)
DMG	37.4670	118.3670	12/09/1949	1239 2.0	0.0	4.60	0.026	V	35.3(56.8)
GSB	37.5470	118.5030	07/21/1986	152649.3	10.0	4.60	0.033	V	26.5(42.6)
GSB	38.4170	119.3200	10/31/1986	035729.0	3.0	4.60	0.018	IV	56.5(90.9)
PAS	38.1210	118.3390	01/28/1981	20 851.9	5.0	4.60	0.021	IV	47.5(76.5)
PAS	38.0050	118.3930	09/04/1980	21 336.7	4.5	4.60	0.024	V	40.1(64.5)
USG	38.0680	119.0020	07/05/1983	142725.9	19.3	4.60	0.031	V	29.2(46.9)
UNR	37.4330	118.5500	07/07/1976	182738.0	8.1	4.60	0.032	V	27.3(44.0)
PAS	37.5800	118.4680	07/21/1986	111522.0	6.0	4.60	0.032	V	27.9(44.9)
UNR	37.5360	118.8610	05/25/1980	183415.0	0.2	4.60	0.069	VI	9.7(15.6)
PAS	37.6620	118.8590	09/30/1981	13 548.2	3.0	4.60	0.092	VII	6.2(10.0)
DMG	37.6330	118.7670	07/22/1940	23 032.9	0.0	4.60	0.063	VI	11.2(18.0)
PAS	37.4960	118.7920	05/25/1980	174833.8	4.5	4.60	0.052	VI	14.3(22.9)
GSB	37.6350	118.9170	11/22/1997	120656.0	8.0	4.60	0.129	VIII	3.0(4.9)
GSP	37.6060	118.4090	07/22/1986	000953.6	5.0	4.60	0.029	V	30.8(49.6)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
UNR	37.5710	118.8630	06/02/1980	203413.8	6.5	4.60	0.080	VII	7.9(12.6)
PAS	37.6130	118.5690	07/21/1986	22 922.1	6.0	4.70	0.040	V	22.1(35.6)
PAS	37.3500	118.6030	11/28/1984	162326.7	6.0	4.70	0.033	V	28.7(46.2)
GSB	37.3750	118.4420	08/01/1986	142818.0	5.0	4.70	0.028	V	34.5(55.5)
DMG	37.5500	118.5670	06/18/1959	02940.0	0.0	4.70	0.039	V	23.1(37.1)
PAS	37.5940	118.8920	12/24/1980	154833.8	6.0	4.70	0.103	VII	5.6(9.0)
PAS	37.5970	118.4860	07/21/1986	151130.8	6.0	4.70	0.034	V	26.7(43.0)
GSB	37.5270	118.8850	08/11/1993	054821.0	5.0	4.70	0.074	VII	9.5(15.2)
PAS	37.6070	118.6660	07/21/1986	145750.2	6.0	4.70	0.049	VI	16.9(27.2)
DMG	37.3170	118.6500	01/13/1946	163115.0	0.0	4.70	0.033	V	28.7(46.2)
PAS	38.2350	118.5200	12/28/1980	2258 7.2	6.0	4.70	0.022	IV	47.5(76.4)
PAS	37.6010	118.8170	05/25/1980	202327.1	2.7	4.70	0.077	VII	9.0(14.4)
PAS	38.0440	118.6600	06/29/1980	74613.8	7.6	4.70	0.030	V	32.3(51.9)
PAS	37.5530	118.7330	05/26/1980	119 4.8	4.5	4.70	0.055	VI	14.5(23.4)
PAS	37.4510	118.6200	11/25/1984	2310 9.6	6.0	4.70	0.038	V	23.5(37.8)
PAS	37.5550	118.9090	01/25/1983	101041.5	8.0	4.70	0.089	VII	7.1(11.5)
PAS	37.4690	118.5980	05/04/1985	32246.2	6.0	4.70	0.038	V	23.8(38.3)
DMG	37.6480	118.3960	12/06/1963	83421.5	1.7	4.70	0.030	V	31.4(50.6)
USG	37.5560	118.8820	08/01/1980	172821.4	1.2	4.79	0.088	VII	7.9(12.7)
PAS	37.7040	119.1450	05/28/1980	54827.9	7.7	4.80	0.074	VII	10.3(16.6)
DMG	38.3000	119.2000	06/03/1965	162627.4	15.0	4.80	0.024	IV	46.8(75.4)
PAS	38.1430	118.5740	04/28/1981	225449.0	5.0	4.80	0.026	V	40.5(65.2)
DMG	38.0000	118.3000	08/21/1925	1114 0.0	12.0	4.80	0.025	V	44.0(70.8)
GSB	38.2270	118.7580	08/12/1991	211150.8	8.0	4.80	0.026	V	41.7(67.2)
PAS	37.5800	118.8860	05/28/1980	51623.4	3.3	4.80	0.100	VII	6.5(10.5)
PAS	37.6420	118.3730	07/20/1986	183851.9	6.0	4.80	0.031	V	32.7(52.6)
GSB	37.6360	118.9490	11/22/1997	181059.4	8.0	4.80	0.169	VIII	1.4(2.2)
PAS	37.5890	118.4620	07/30/1986	64153.0	6.0	4.80	0.035	V	28.1(45.2)
GSB	37.6310	118.8700	12/31/1997	203647.3	6.0	4.80	0.109	VII	5.6(9.0)
DMG	37.6170	118.8000	07/08/1940	105736.5	0.0	4.80	0.078	VII	9.6(15.4)
UNR	37.5600	118.9060	06/19/1980	72226.1	0.4	4.80	0.096	VII	6.9(11.1)
PAS	37.6300	118.8920	04/28/1984	224821.3	6.0	4.80	0.123	VII	4.5(7.2)
PAS	37.5830	118.5830	07/21/1986	145358.1	6.0	4.90	0.045	VI	21.7(34.8)
PAS	37.4740	118.8490	05/25/1980	17 627.2	5.0	4.90	0.063	VI	13.6(21.9)
DMG	38.3000	119.3000	06/03/1965	1631 2.2	15.0	4.90	0.024	V	48.6(78.1)
UNR	38.4880	119.2850	02/22/1977	624 6.4	6.7	4.90	0.020	IV	60.6(97.5)
PAS	37.4810	118.7940	05/25/1980	205924.9	4.7	4.90	0.059	VI	15.0(24.1)
GSB	37.6380	118.9340	11/22/1997	172035.2	7.0	4.90	0.167	VIII	2.1(3.4)
UNR	37.5290	118.8760	06/19/1980	44532.1	2.0	4.90	0.081	VII	9.6(15.5)
PAS	37.6360	118.7950	05/31/1980	151611.7	5.6	4.90	0.081	VII	9.6(15.5)
DMG	37.5830	118.8000	06/22/1933	1241 2.0	0.0	4.90	0.078	VII	10.3(16.6)
DMG	37.6250	118.9260	10/03/1969	131010.3	-2.0	4.90	0.154	VIII	2.9(4.6)
DMG	38.4500	118.6200	07/06/1956	33135.0	0.0	4.90	0.021	IV	58.7(94.4)
DMG	38.0200	118.3500	02/06/1968	04138.0	0.0	4.90	0.027	V	42.6(68.5)
UNR	37.4730	118.8600	06/18/1980	115820.8	0.9	4.90	0.064	VI	13.4(21.6)
PAS	37.5440	118.8610	05/26/1980	185756.3	2.8	4.90	0.083	VII	9.3(14.9)
GSB	37.6340	118.9460	11/30/1997	211705.4	7.0	4.90	0.175	VIII	1.6(2.6)

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
UNR	38.2330	119.3520	10/07/1979	205441.2	8.4	4.90	0.025	V	45.5(73.2)
DMG	37.5830	118.8000	06/22/1933	123628.0	0.0	4.90	0.078	VII	10.3(16.6)
USG	37.5180	118.8260	07/10/1980	143053.9	4.2	4.93	0.071	VI	11.9(19.1)
USG	37.5600	118.8660	08/01/1980	173153.5	8.7	4.99	0.095	VII	8.3(13.3)
PAS	37.6270	118.3860	07/22/1986	133358.9	6.0	5.00	0.035	V	32.0(51.5)
PAS	38.0390	118.2670	09/07/1980	13045.8	4.8	5.00	0.026	V	47.0(75.6)
DMG	38.2500	118.9300	12/31/1956	173745.0	0.0	5.00	0.029	V	41.7(67.2)
DMG	38.3000	118.3000	02/19/1937	9 9 0.0	0.0	5.00	0.022	IV	58.1(93.4)
UNR	37.5580	118.9110	06/19/1980	71931.5	0.4	5.00	0.107	VII	6.9(11.1)
GSB	37.9880	118.2100	01/15/1990	052903.5	5.0	5.00	0.026	V	47.7(76.8)
PAS	37.5090	119.0430	06/11/1980	441 1.1	14.1	5.00	0.082	VII	10.3(16.5)
DMG	38.0000	118.0000	03/13/1934	1620 0.0	0.0	5.00	0.022	IV	58.3(93.8)
PAS	37.4480	118.5450	03/25/1985	16 513.6	6.0	5.00	0.040	V	27.0(43.5)
MGI	38.0000	118.0000	11/22/1910	030 0.0	0.0	5.00	0.022	IV	58.3(93.8)
DMG	37.5670	118.7330	09/14/1941	2116 1.0	0.0	5.00	0.065	VI	14.1(22.7)
DMG	37.6100	118.3680	05/10/1936	174013.2	10.0	5.00	0.034	V	33.1(53.2)
PAS	37.6040	118.7700	05/27/1980	19 1 8.3	3.8	5.00	0.076	VII	11.4(18.3)
USG	37.5420	118.8830	06/05/1980	20 452.3	1.6	5.05	0.095	VII	8.6(13.9)
USG	38.0450	118.5730	04/15/1982	2152 8.6	18.7	5.10	0.035	V	35.1(56.4)
DMG	38.2800	118.9700	12/31/1956	173924.0	0.0	5.10	0.029	V	43.8(70.4)
GSG	37.5640	118.8050	07/15/1998	045319.2	6.0	5.10	0.084	VII	10.7(17.2)
DMG	37.4170	118.6670	02/02/1961	0 742.0	0.0	5.10	0.048	VI	23.0(36.9)
DMG	38.2200	119.4500	04/13/1962	153851.9	6.0	5.10	0.027	V	47.4(76.3)
USG	37.5270	118.7590	06/08/1980	61139.6	1.3	5.12	0.069	VI	14.2(22.9)
USG	37.5610	118.8740	08/01/1980	164745.9	1.9	5.15	0.106	VII	7.9(12.7)
DMG	37.3500	118.5500	08/04/1959	73659.0	0.0	5.20	0.040	V	30.8(49.6)
UNR	37.6360	118.8470	06/19/1980	14430.2	8.3	5.20	0.120	VII	6.8(11.0)
PAS	38.1460	118.2590	12/28/1982	19 622.9	6.0	5.20	0.027	V	51.9(83.5)
PAS	37.5170	118.7430	05/26/1980	122427.3	2.0	5.20	0.068	VI	15.3(24.7)
DMG	37.5670	118.5830	12/28/1951	24927.0	0.0	5.20	0.052	VI	21.9(35.3)
DMG	38.3000	119.5000	12/19/1919	1359 0.0	0.0	5.20	0.026	V	53.5(86.2)
DMG	38.3300	118.6700	08/08/1955	103535.0	0.0	5.20	0.028	V	50.0(80.4)
DMG	37.5170	118.7330	06/05/1960	747 7.0	0.0	5.20	0.067	VI	15.8(25.4)
PAS	37.6200	118.3980	07/22/1986	134859.0	6.0	5.20	0.040	V	31.4(50.5)
PAS	37.8810	118.1350	09/24/1982	74024.6	11.6	5.20	0.028	V	48.4(77.9)
GSB	37.5890	118.7950	06/09/1998	052440.2	6.0	5.20	0.090	VII	10.4(16.7)
USG	37.4980	118.8380	06/06/1980	141817.2	2.0	5.27	0.082	VII	12.5(20.2)
USG	38.0020	118.6900	06/30/1980	172917.6	8.2	5.29	0.044	VI	28.9(46.6)
PAS	37.5380	118.6750	10/04/1978	1739 3.3	6.3	5.30	0.064	VI	17.8(28.7)
DMG	37.4500	118.6330	02/02/1961	0 416.0	0.0	5.30	0.053	VI	22.9(36.9)
UNR	37.5160	118.8370	06/18/1980	185537.7	6.3	5.30	0.088	VII	11.6(18.7)
UNR	37.5360	118.8510	06/20/1980	152459.6	8.7	5.30	0.097	VII	10.0(16.2)
GSB	38.1400	118.8380	01/24/1985	112721.7	7.0	5.30	0.039	V	34.9(56.1)
PAS	37.6470	118.5020	07/21/1986	22 718.7	6.0	5.40	0.051	VI	25.6(41.2)
PAS	37.5990	118.3200	07/21/1986	1451 8.8	6.0	5.40	0.040	V	35.7(57.5)
PAS	37.5540	118.8970	08/01/1980	163856.3	4.7	5.40	0.125	VII	7.5(12.1)
DMG	37.5670	118.7330	12/31/1941	64844.0	0.0	5.40	0.081	VII	14.1(22.7)

EARTHQUAKE SEARCH RESULTS

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
PAS	37.4230	118.6080	11/23/1984	191235.3	6.0	5.40	0.052	VI	25.1(40.5)
PAS	38.0500	118.3330	09/07/1980	64833.9	5.0	5.40	0.034	V	44.6(71.7)
PAS	37.5370	118.7130	05/25/1980	203551.0	5.0	5.50	0.077	VII	16.0(25.7)
DMG	38.2000	118.2000	08/09/1943	530 4.0	0.0	5.50	0.029	V	56.8(91.4)
PAS	37.4490	118.6530	11/26/1984	162141.4	6.0	5.50	0.061	VI	22.1(35.6)
DMG	37.3300	118.4200	01/05/1912	354 0.0	0.0	5.50	0.041	V	37.2(59.9)
DMG	37.5670	118.7330	09/14/1941	182118.7	0.0	5.50	0.085	VII	14.1(22.7)
GSB	37.8010	118.1430	11/02/1997	085154.2	5.0	5.50	0.034	V	46.5(74.8)
DMG	37.3300	118.4200	05/06/1910	1640 0.0	0.0	5.50	0.041	V	37.2(59.9)
GSG	37.5290	118.8170	05/15/1999	132210.7	5.0	5.60	0.103	VII	11.7(18.8)
DMG	37.2000	118.7000	09/30/1889	520 0.0	0.0	5.60	0.046	VI	34.2(55.0)
PAS	37.6640	119.0080	01/07/1983	32419.1	5.0	5.60	0.235	IX	2.4(3.8)
PAS	37.6560	118.9290	01/07/1983	13810.6	5.7	5.70	0.248	IX	2.4(3.8)
GSB	38.0470	119.1570	10/24/1990	061520.7	12.0	5.70	0.054	VI	29.5(47.4)
MGI	38.0000	118.0000	11/22/1910	6 5 0.0	0.0	5.70	0.032	V	58.3(93.8)
MGI	38.3000	118.4000	01/30/1934	1924 0.0	0.0	5.70	0.034	V	54.8(88.2)
DMG	37.4530	118.6040	12/03/1938	174252.6	10.0	5.70	0.063	VI	24.1(38.8)
MGI	38.0000	118.0000	11/19/1910	225 0.0	0.0	5.70	0.032	V	58.3(93.8)
PAS	37.9940	118.4020	09/07/1980	43741.1	5.2	5.70	0.043	VI	39.2(63.1)
PAS	37.6220	118.8810	09/30/1981	115327.0	6.0	5.80	0.192	VIII	5.2(8.3)
PAS	37.5140	118.6830	10/04/1978	164248.7	5.6	5.80	0.082	VII	18.2(29.3)
PAS	37.4860	118.7830	05/25/1980	164930.3	4.7	5.80	0.095	VII	15.1(24.3)
DMG	37.5670	118.7330	09/14/1941	164331.8	0.0	5.80	0.099	VII	14.1(22.7)
PAS	37.5830	118.4500	07/20/1986	142946.3	6.0	5.90	0.061	VI	28.8(46.4)
PAS	37.4730	118.3720	07/31/1986	72240.5	6.0	5.90	0.053	VI	34.9(56.1)
PAS	37.5420	118.4440	07/21/1986	144226.7	6.0	5.90	0.060	VI	29.7(47.8)
DMG	37.5000	118.7500	09/18/1927	2 7 7.0	0.0	6.00	0.102	VII	15.7(25.3)
DMG	37.5670	118.7330	09/14/1941	183911.9	0.0	6.00	0.110	VII	14.1(22.7)
DMG	37.0000	118.2000	04/03/1872	1215 0.0	0.0	6.10	0.038	V	61.5(99.0)
PAS	37.4700	118.5970	11/23/1984	18 825.6	6.0	6.20	0.083	VII	23.8(38.3)
MGI	38.0000	118.0000	11/21/1910	2323 0.0	0.0	6.30	0.044	VI	58.3(93.8)
PAS	37.4640	118.8230	05/27/1980	145057.1	2.4	6.30	0.124	VII	15.0(24.1)
DMG	38.2800	118.3600	01/30/1934	201631.0	0.0	6.30	0.046	VI	55.0(88.4)
PAS	37.6080	118.8210	05/25/1980	163344.8	3.7	6.40	0.193	VIII	8.6(13.8)
PAS	37.5560	118.7910	05/25/1980	194452.2	6.4	6.50	0.165	VIII	11.6(18.7)
DMG	37.5000	118.5000	04/11/1872	19 0 0.0	0.0	6.60	0.091	VII	27.7(44.5)

****

-END OF SEARCH- 694 EARTHQUAKES FOUND WITHIN THE SPECIFIED SEARCH AREA.
TIME PERIOD OF SEARCH: 1800 TO 2004
LENGTH OF SEARCH TIME: 205 years
THE EARTHQUAKE CLOSEST TO THE SITE IS ABOUT 0.2 MILES (0.3 km) AWAY.
LARGEST EARTHQUAKE MAGNITUDE FOUND IN THE SEARCH RADIUS: 6.6
LARGEST EARTHQUAKE SITE ACCELERATION FROM THIS SEARCH: 0.248 g

COEFFICIENTS FOR GUTENBERG & RICHTER RECURRENCE RELATION:
  a-value= 4.080
  b-value= 0.895
  beta-value= 2.060

TABLE OF MAGNITUDES AND EXCEEDANCES:

Earthquake Magnitude	Number of Times Exceeded	Cumulative No. / Year
4.0	694	3.38537
4.5	210	1.02439
5.0	79	0.38537
5.5	34	0.16585
6.0	10	0.04878
6.5	2	0.00976

APPENDIX C

UNIFORM BUILDING CODE DESIGN PARAMETERS

UBCSEIS: The program UBCSEIS was used to compute the distances between the site and faults in a data file to select corresponding Uniform Building Code seismic coefficients, and aide in the construction of a site specific design response spectrum. The newly enforced (November 1, 2002) 2001 California Building Code (CBC) is based entirely upon the 1997 UBC. Thus, the program UBCSEIS is still considered valid. The results of the analysis are presented in Appendix C. A graph including the design response spectrum is also included in Appendix C.

****
*   *
* U B C S E I S *
*   *
* Version 1.03 *
*   *
****

COMPUTATION OF 1997
UNIFORM BUILDING CODE
SEISMIC DESIGN PARAMETERS

JOB NUMBER: 3.00669.4 DATE: 05-28-2004

JOB NAME: Hidden Creek Crossing (Shady Rest)

FAULT-DATA-FILE NAME: CDMGUBCR.DAT

SITE COORDINATES:
SITE LATITUDE: 37.6462
SITE LONGITUDE: 118.9709

UBC SEISMIC ZONE: 0.4

UBC SOIL PROFILE TYPE: SC

NEAREST TYPE A FAULT:
NAME: DEATH VALLEY (N. of Cucamongo)
DISTANCE: 71.6 km

NEAREST TYPE B FAULT:
NAME: HARTLEY SPRINGS
DISTANCE: 2.3 km

NEAREST TYPE C FAULT:
NAME: --
DISTANCE: 100000.0 km

SELECTED UBC SEISMIC COEFFICIENTS:
Na: 1.3
Nv: 1.6
Ca: 0.51
Cv: 0.87
Ts: 0.684
To: 0.137

****
* CAUTION: The digitized data points used to model faults are *
* limited in number and have been digitized from small- *
* scale maps (e.g., 1:750,000 scale). Consequently, *
* the estimated fault-site-distances may be in error by *
* several kilometers. Therefore, it is important that *
* the distances be carefully checked for accuracy and *
* adjusted as needed, before they are used in design. *
****

SUMMARY OF FAULT PARAMETERS

ABBREVIATED FAULT NAME	APPROX. DISTANCE (km)	SOURCE TYPE (A,B,C)	MAX. MAG. (Mw)	SLIP RATE (mm/yr)	FAULT TYPE (SS,DS,BT)
HARTLEY SPRINGS	2.3	B	6.6	0.50	DS
HILTON CREEK	9.1	B	6.7	2.50	DS
ROUND VALLEY (E. of S.N.Mtns.)	22.1	B	6.8	1.00	DS
MONO LAKE	34.1	B	6.6	2.50	DS
FISH SLOUGH	43.4	B	6.6	0.20	DS
WHITE MOUNTAINS	51.6	B	7.1	1.00	SS
ROBINSON CREEK	65.4	B	6.5	0.50	DS
DEATH VALLEY (N. of Cucamongo)	71.6	A	7.0	5.00	SS
OWENS VALLEY	72.7	B	7.6	1.50	SS
BIRCH CREEK	78.7	B	6.5	0.70	DS
DEEP SPRINGS	87.0	B	6.6	0.80	DS
INDEPENDENCE	103.3	B	6.9	0.20	DS
ANTELOPE VALLEY	105.6	B	6.7	0.80	DS
HUNTER MTN. - SALINE VALLEY	120.4	B	7.0	2.50	SS
DEATH VALLEY (Northern)	122.4	A	7.2	5.00	SS
GENOA	132.8	B	6.9	1.00	DS
So. SIERRA NEVADA	183.8	B	7.1	0.10	DS
PANAMINT VALLEY	192.5	B	7.2	2.50	SS
ORTIGALITA	197.1	B	6.9	1.00	SS
LITTLE LAKE	215.6	B	6.7	0.70	SS
DEATH VALLEY (Graben)	218.7	B	6.9	4.00	DS
QUIEN SABE	220.8	B	6.5	1.00	SS
GREENVILLE	224.5	B	6.9	2.00	SS
SAN ANDREAS (Creeping)	224.9	B	5.0	34.00	SS
CALAVERAS (So.of Calaveras Res)	225.3	B	6.2	15.00	SS
SAN ANDREAS - 1857 Rupture	230.3	A	7.8	34.00	SS
SARGENT	234.6	B	6.8	3.00	SS
ZAYANTE-VERGELES	239.1	B	6.8	0.10	SS
SAN ANDREAS (1906)	241.2	A	7.9	24.00	SS
HAYWARD (SE Extension)	245.3	B	6.5	3.00	SS
SAN JUAN	247.8	B	7.0	1.00	SS
CALAVERAS (No.of Calaveras Res)	250.7	B	6.8	6.00	SS
HAYWARD (Total Length)	250.7	A	7.1	9.00	SS
WHITE WOLF	254.3	B	7.2	2.00	DS
RINCONADA	255.7	B	7.3	1.00	SS
MONTE VISTA - SHANNON	257.0	B	6.5	0.40	DS
TANK CANYON	257.9	B	6.5	1.00	DS
DEATH VALLEY (South)	264.4	B	6.9	4.00	SS
CONCORD - GREEN VALLEY	265.9	B	6.9	6.00	SS
MONTEREY BAY - TULARCITOS	266.0	B	7.1	0.50	DS
GARLOCK (East)	269.9	A	7.3	7.00	SS
GARLOCK (West)	277.2	A	7.1	6.00	SS
BLACKWATER	280.2	B	6.9	0.60	SS
LENWOOD-LOCKHART-OLD WOMAN SPRGS	290.0	B	7.3	0.60	SS
OWL LAKE	292.3	B	6.5	2.00	SS
PLEITO THRUST	293.3	B	6.8	2.00	DS

SUMMARY OF FAULT PARAMETERS

ABBREVIATED FAULT NAME	APPROX. DISTANCE (km)	SOURCE TYPE (A,B,C)	MAX. MAG. (Mw)	SLIP RATE (mm/yr)	FAULT TYPE (SS,DS,BT)
PALO COLORADO - SUR	293.4	B	7.0	3.00	SS
SAN GREGORIO	293.5	A	7.3	5.00	SS
HOSGRI	293.5	B	7.3	2.50	SS
WEST NAPA	293.9	B	6.5	1.00	SS
GRAVEL HILLS - HARPER LAKE	297.4	B	6.9	0.60	SS
HUNTING CREEK - BERRYESSA	297.9	B	6.9	6.00	SS
RODGERS CREEK	300.6	A	7.0	9.00	SS
LOS OSOS	305.1	B	6.8	0.50	DS
SAN LUIS RANGE (S. Margin)	305.2	B	7.0	0.20	DS
BIG PINE	314.1	B	6.7	0.80	SS
HELENDALE - S. LOCKHARDT	315.2	B	7.1	0.60	SS
SAN GABRIEL	326.2	B	7.0	1.00	SS
CASMALIA (Orcutt Frontal Fault)	334.9	B	6.5	0.25	DS
LIONS HEAD	338.4	B	6.6	0.02	DS
SANTA YNEZ (East)	340.2	B	7.0	2.00	SS
POINT REYES	340.6	B	6.8	0.30	DS
LOS ALAMOS-W. BASELINE	342.1	B	6.8	0.70	DS
BARTLETT SPRINGS	342.4	A	7.1	6.00	SS
MAACAMA (South)	343.6	B	6.9	9.00	SS
CALICO - HIDALGO	345.7	B	7.1	0.60	SS
SAN CAYETANO	347.8	B	6.8	6.00	DS
M.RIDGE-ARROYO PARIDA-SANTA ANA	348.4	B	6.7	0.40	DS
COLLAYOMI	350.1	B	6.5	0.60	SS
SANTA YNEZ (West)	351.7	B	6.9	2.00	SS
HOLSER	356.4	B	6.5	0.40	DS
RED MOUNTAIN	358.8	B	6.8	2.00	DS
SANTA SUSANA	359.1	B	6.6	5.00	DS
OAK RIDGE (Onshore)	361.2	B	6.9	4.00	DS
SIERRA MADRE (San Fernando)	363.8	B	6.7	2.00	DS
VENTURA - PITAS POINT	365.6	B	6.8	1.00	DS
SIMI-SANTA ROSA	368.6	B	6.7	1.00	DS
LANDERS	369.1	B	7.3	0.60	SS
SIERRA MADRE (Central)	369.7	B	7.0	3.00	DS
VERDUGO	372.3	B	6.7	0.50	DS
MAACAMA (Central)	379.0	A	7.1	9.00	SS
CLAMSHELL-SAWPIT	381.8	B	6.5	0.50	DS
PISGAH-BULLION MTN.-MESQUITE LK	383.1	B	7.1	0.60	SS
NORTH FRONTAL FAULT ZONE (West)	391.1	B	7.0	1.00	DS
SAN ANDREAS - Southern	392.6	A	7.4	24.00	SS
RAYMOND	393.5	B	6.5	0.50	DS
HOLLYWOOD	393.7	B	6.5	1.00	DS
CLEGHORN	393.8	B	6.5	3.00	SS
CUCAMONGA	394.7	A	7.0	5.00	DS
JOHNSON VALLEY (Northern)	396.9	B	6.7	0.60	SS
SANTA MONICA	397.0	B	6.6	1.00	DS

MALIBU COAST	397.1	B	6.7	0.30	DS

SUMMARY OF FAULT PARAMETERS

ABBREVIATED FAULT NAME	APPROX. DISTANCE (km)	SOURCE TYPE (A,B,C)	MAX. MAG. (Mw)	SLIP RATE (mm/yr)	FAULT TYPE (SS,DS,BT)
ANACAPA-DUME	397.5	B	7.3	3.00	DS
SAN JACINTO-SAN BERNARDINO	399.5	B	6.7	12.00	SS
BATTLE CREEK	401.3	B	6.5	0.50	DS
SANTA CRUZ ISLAND	405.7	B	6.8	1.00	DS
NEWPORT-INGLEWOOD (L.A.Basin)	405.8	B	6.9	1.00	SS
SAN JOSE	406.2	B	6.5	0.50	DS
EMERSON So. - COPPER MTN.	407.1	B	6.9	0.60	SS
PALOS VERDES	410.2	B	7.1	3.00	SS
SANTA ROSA ISLAND	411.1	B	6.9	1.00	DS
NORTH FRONTAL FAULT ZONE (East)	414.7	B	6.7	0.50	DS
ELSINORE-WHITTIER	415.6	B	6.8	2.50	SS
CHINO-CENTRAL AVE. (Elsinore)	416.0	B	6.7	1.00	DS
ROUND VALLEY (N. S.F.Bay)	418.0	B	6.8	6.00	SS
MAACAMA (North)	424.6	A	7.1	9.00	SS
SAN JACINTO-SAN JACINTO VALLEY	431.5	B	6.9	12.00	SS
ELSINORE-GLEN IVY	437.7	B	6.8	5.00	SS
PINTO MOUNTAIN	445.4	B	7.0	2.50	SS
BURNT MTN.	452.4	B	6.5	0.60	SS
EUREKA PEAK	452.6	B	6.5	0.60	SS
NEWPORT-INGLEWOOD (Offshore)	460.4	B	6.9	1.50	SS
ELSINORE-TEMECULA	467.5	B	6.8	5.00	SS
SAN JACINTO-ANZA	470.5	A	7.2	12.00	SS
LAKE MOUNTAIN	471.4	B	6.7	6.00	SS
GARBERVILLE-BRICELAND	492.9	B	6.9	9.00	SS
CORONADO BANK	495.4	B	7.4	3.00	SS
ELSINORE-JULIAN	505.0	A	7.1	5.00	SS
SAN JACINTO-COYOTE CREEK	513.8	B	6.8	4.00	SS
ROSE CANYON	520.3	B	6.9	1.50	SS
EARTHQUAKE VALLEY	539.2	B	6.5	2.00	SS
MAD RIVER	541.3	B	7.1	0.70	DS
LITTLE SALMON (Onshore)	546.2	A	7.0	5.00	DS
McKINLEYVILLE	550.9	B	7.0	0.60	DS
TRINIDAD	551.0	B	7.3	2.50	DS
SAN JACINTO - BORREGO	551.5	B	6.6	4.00	SS
MENDOCINO FAULT ZONE	552.8	A	7.4	35.00	DS
FICKLE HILL	553.0	B	6.9	0.60	DS
BRAWLEY SEISMIC ZONE	557.8	B	6.5	25.00	SS
TABLE BLUFF	567.0	B	7.0	0.60	DS
ELSINORE-COYOTE MOUNTAIN	569.0	B	6.8	4.00	SS
CASCADIA SUBDUCTION ZONE	570.7	A	8.3	35.00	DS
ELMORE RANCH	571.2	B	6.6	1.00	SS
LITTLE SALMON (Offshore)	578.5	B	7.1	1.00	DS
SUPERSTITION MTN. (San Jacinto)	582.9	B	6.6	5.00	SS
SUPERSTITION HILLS (San Jacinto)	584.4	B	6.6	4.00	SS
BIG LAGOON - BALD MTN.FLT.ZONE	586.1	B	7.3	0.50	DS
IMPERIAL	605.1	A	7.0	20.00	SS

SUMMARY OF FAULT PARAMETERS

ABBREVIATED FAULT NAME	APPROX. DISTANCE (km)	SOURCE TYPE (A,B,C)	MAX. MAG. (Mw)	SLIP RATE (mm/yr)	FAULT TYPE (SS,DS,BT)
ELSINORE-LAGUNA SALADA	611.1	B	7.0	3.50	SS

Appendix F
Phase I Environmental Site Assessment



PHASE I ENVIRONMENTAL SITE ASSESSMENT

Shady Rest Tract

Town of Mammoth Lakes
State of California

Prepared in General Accordance with:
ASTM E 1527-13
Standard Practice for Environmental Site Assessments

Prepared for:
Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
Attn: Sandra Moberly

By:
Michael Baker International
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

January 2, 2018

JN 163307

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

Shady Rest Tract

Town of Mammoth Lakes
State of California

Prepared in General Accordance with:
ASTM E 1527-13 Standard Practice for Environmental Site Assessments

For:

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437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
Attn: Sandra Moberly

By:

Michael Baker
INTERNATIONAL

5 Hutton Centre Drive, Suite 500
Santa Ana, CA 92707

January 2, 2018

JN 163307

Michael Baker
INTERNATIONAL

We Make a Difference

January 2, 2018 163307

Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
Attn: Sandra Moberly

SUBJECT: Phase I Environmental Site Assessment for the Shady Rest Tract located in the Town of Mammoth Lakes, California.

Dear Ms. Sandra Moberly,

Michael Baker International (Michael Baker), is pleased to submit this Phase I Environmental Site Assessment (ESA) for the above referenced project, herein referenced as the "subject site." The goal of this Phase I ESA is to identify recognized environmental conditions (RECs) associated with the subject site. This Phase I ESA has been prepared for the sole use of **Town of Mammoth Lakes**, for the above-referenced subject site. Neither this Phase I ESA, nor any of the information contained herein, shall be used or relied upon for any purpose by any person or entity other than **Town of Mammoth Lakes.**

The Phase I ESA was prepared using methods consistent with the ASTM International (ASTM) E 1527-13 Standard Practice for Environmental Site Assessments, the scope of services, and inherent limitations presented in our proposal. The Phase I ESA is not intended to present specific quantitative information as to the actual presence of hazardous substances on or adjacent to the subject site, but is to identify RECs based on available information.

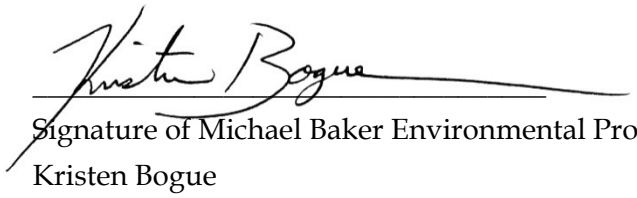
Should you or your staff have any questions or concerns after reviewing the enclosed report, please do not hesitate to contact me at 949/855-5747.

Sincerely,

Kristen Bogue
Environmental Professional
Planning/Environmental Services

STATEMENT OF ENVIRONMENTAL PROFESSIONAL

I [We] declare that, to the best of my[our] professional knowledge and belief, I[we] meet the definition of Environmental Professional as defined in §312.10 of Title 40, Code of Federal Regulations (CFR) 312 and I[we] have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I[we] have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Signature of Michael Baker Environmental Professional

Kristen Bogue

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LIST OF ACRONYMS

ACM	Asbestos Containing Materials
APN	Assessor's Parcel Number
AST	Aboveground Storage Tank
ATSDR	Agency for Toxic Substances and Disease Registry
AULs	Activity and Use Limitations
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System (maintained by the Environmental Protection Agency)
CFR	Code of Federal Regulations
CORRACTS	facilities subject to Corrective Action under RCRA
CPSC	United States Consumer Product Safety Commission
DDD	Dichlorodiphenyldichloroethane
DDE	Dichlorodiphenyldichloroethylene
DDT	Dichlorodiphenyltrichloroethane
DOGGR	California Department of Oil, Gas, and Geothermal Resources
DTSC	Department of Toxic Substances Control
EDR	Environmental Data Resources
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right to Know Act (also known as SARA Title III), 42 U.S.C. §§11001-11050 et seq.)
ERNS	emergency response notification system
ESA	Environmental Site Assessment
FOIA	U.S. Freedom of Information Act (5 U.S.C. §552 as amended by Public Law No. 104-231, 110 Stat.)
FR	Federal Register
HREC	Historical Recognized Environmental Condition
ICs	Institutional Controls
LBP	Lead Based Paints
LUFT	Leaking Underground Fuel Tank
LUST	Leaking Underground Storage Tank
MDBM	Mount Diablo Base and Meridian
MSDS	Material Safety Data Sheet
msl	Mean sea level
NCP	National Contingency Plan
NFRAP	former CERCLIS sites where no further remedial action is planned under CERCLA

NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
PCBs	Polychlorinated Biphenyls
REC	Recognized Environmental Condition
RCRA	Resource Conservation and Recovery Act (as amended, 42 U.S.C. §§6901 et seq.)
RWQCB	Regional Water Quality Control Board
SCS	Soil Conservation Service
TPH	Total Petroleum Hydrocarbons
TRI	Toxics Release Inventory
TSDF	hazardous waste treatment, storage, or disposal facility
USDA	United States Department of Agriculture
USGS	United States Geological Survey
UST	Underground Storage Tank

EXECUTIVE SUMMARY

Michael Baker has performed a Phase I ESA in conformance with the scope and limitations of ASTM International (ASTM) E 1527-13 Standard Practice of the Shady Rest Tract (Assessor's Parcel Numbers [APNs] 0350-1002-0000 and 0351-0000-3000), within the Town of Mammoth Lakes, California, the subject site. Any exceptions to, or deletions from, this practice are described in Section 1.0, *Introduction*, of this Phase I ESA. This Phase I ESA has revealed no evidence of recognized environmental conditions (RECs) in connection with the subject site.

Section 6.1, *Findings and Opinions*, documents Michael Baker's findings and opinions as to whether or not a REC (or Conditional Recognized Environmental Condition [CREC]) is present at the subject site.

SECTION 1.0
INTRODUCTION

1.1 PURPOSE

The purpose of conducting this Phase I Environmental Site Assessment (ESA) is to identify Recognized Environmental Conditions (RECs) as defined by the ASTM International (ASTM) E 1527-13 Standard Practice for Environmental Site Assessments (Standard Practice). The ASTM E 1527-13 Standard Practice defines the term REC as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs."

This Phase I ESA was conducted in accordance with the ASTM E 1527-13 Standard Practice and satisfies the requirements of 40 Code of Federal Regulations (CFR) Part 312 titled *Standards and Practices for All Appropriate Inquiries*, as required under Section 101(35)(B)(ii) and (iii) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The purpose of conducting an All Appropriate Inquiries (AAI) investigation into the previous ownership and uses of a property is to meet the provisions necessary for the innocent landowner, contiguous property owner, or bona fide prospective purchaser to qualify for certain landowner liability protections under CERCLA. To assist in understanding the terminology contained in this Phase I ESA, a glossary of terms associated with the ASTM E 1527-13 Standard Practice is provided in Appendix A, *ASTM Terminology*.

1.2 DETAILED SCOPE OF SERVICES

This scope of work follows the ASTM E 1527-13 Standard Practice. The ASTM E 1527-13 Standard Practice outlines a procedure for completing Phase I ESAs that includes review of Federal, tribal, State, and local government records; site reconnaissance; interviews with current owners, operators, occupants, and government officials; and report preparation. This practice does not include any testing or sampling of materials (for example, soil, water, air, building materials, etc.). This Phase I ESA is not intended to provide specific qualitative or quantitative information as to the actual presence of hazardous substances at the subject site, but is to merely identify the potential presence based on available information.

1.3 SIGNIFICANT ASSUMPTIONS

Unless stated otherwise in this Phase I ESA, Michael Baker assumes that groundwater flow follows the topography of the subject site.

In lieu of reasonably available public information pertaining to groundwater contamination, Michael Baker assumes that groundwater plume dimensions are within the 90th percentile of plumes determined by research conducted as part of ASTM E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in real Estate Transactions; refer to Table 1-1, *Groundwater Plume Dimension Assumptions*.

Table 1-1
Groundwater Plume Dimension Assumptions

Chemical Contamination	Length of Plume Up-Gradient From Source	Length of Plume Down-Gradient from Source	Maximum Width of Plume From Source
Chemical of Concern	100 feet	1,760 feet	365 feet
Petroleum Hydrocarbon Chemical of Concern			
With Free Product	100 feet	528 feet	165 feet
Dissolved	100 feet	528 feet	95 feet
Notes: These dimension assumptions are based on research conducted as part of ASTM E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in real Estate Transactions, which has determined that 90 percent of plumes are these dimensions or less.			
Source: Anthony J. Buonicore, *Methodology for Identifying the Area of Concern Around a Property Potentially Impacted by Vapor Migration from Nearby Contaminated Sources*, Paper 2011-A-301-AWMA, June 2011.			

1.4 LIMITATIONS, DEVIATIONS, AND EXCEPTIONS

Michael Baker did encounter data failure with regard to source intervals during the course of this Phase I ESA. Michael Baker was unable to obtain specific property land use information of the subject site within a five-year interval, from 1914 to the 1920s. During this time, summer cabins administered by the United States Forest Service (Shady Rest Summer House Tract) were constructed along Tavern Road on the subject site. However, no indicators or potential hazardous materials were noted in relation to this use and no evidence of other development prior to construction of the on-site cabins was noted. Although Michael Baker did not achieve data within a five-year interval of this change in use at the subject site, no other records reviewed as part of this Phase I ESA have suggested that land uses, other than those noted, have been associated with the subject site. Thus, it is the opinion of Michael Baker that this limitation is not a significant data gap.

The Town of Mammoth Lakes provided Michael Baker's Property Owner questionnaire to the current property owner. However, no response has been received at the time of the Phase I

ESA. Based on available information reviewed as part of this Phase I ESA, past and current on-site uses appeared to historically consist of residential uses and vacant land. No evidence to suggest other uses was noted. Based on the historical documentation reviewed, it is Michael Baker's opinion that these interviews would not increase the knowledge of the Environmental Professional such that the conclusions of this Phase I ESA would change. Thus, it is the opinion of Michael Baker that this deviation is not a significant data gap.

No other limitations, deviations, or exceptions were encountered during the preparation of this Phase I ESA. Further, no additional scope items, or items outside of the scope of a Phase I ESA E 1527-13 Standard Practice, were conducted as part of this Phase I ESA.

1.5 USER RESPONSIBILITIES

This Phase I ESA does not satisfy continuing obligations under CERCLA liability protections provided for innocent landowners, bona fide prospective purchasers, and contiguous property owners, which includes, but is not limited to, duties required after property acquisition (i.e., compliance with land use restrictions and institutional controls, undertaking "reasonable steps" with respect to hazardous substances releases, compliance with other obligations such as reporting obligations and information requests, etc.).

ASTM E 1527-13 Standard Practice defines the user as "the party seeking to use Practice E 1527 to complete an environmental site assessment of the property. A user may include, without limitation, a potential purchaser of property, a potential tenant of property, an owner of property, a lender, or a property manager." The purpose of this section is to describe tasks to be performed by the user that will help identify the possibility of recognized environmental conditions in connection with the subject site. These tasks do not require the technical expertise of an environmental professional and are not required to be performed by environmental professional performing a Phase I ESA. The user questionnaire utilized within this Phase I ESA is optional to the user and aids the environmental professional in gathering information from the user that may be material to identifying RECs (refer to Section 2.0, *User Provided Information*, for a discussion of the User Questionnaire conducted as part of this Phase I ESA. It should be noted that the following tasks are required, by the user of this Phase I ESA, to satisfy the requirements of conducting all appropriate inquiries.

1.5.1 REVIEW TITLE AND JUDICIAL RECORDS FOR ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS (AULS)

To meet the requirements of 40 CFR 312.20 and 312.25, a search for the existence of environmental liens and AULs that are filed or recorded against the property must be conducted. Environmental liens and AULs are legally distinct instruments and have very different purposes and both can commonly be found within recorded land title records (e.g., County Recorder/Registry of Deeds). The types of title reports that may disclose environmental liens and AULs include Preliminary Title Reports, Title Commitments, Condition of Title, and Title Abstracts. Chain of title reports will not normally disclose environmental liens or AULs. Environmental liens and AULs that are imposed by judicial authorities may be recorded or filed in judicial records only. In jurisdictions where environmental liens or AULs are only recorded or filed in judicial records, the judicial records must be searched for environmental liens and AULs. Any environmental liens and AULs known to the user should be reported to the environmental professional conducting a Phase I Environmental Site Assessment. Unless added by a change in the scope of work to be performed by the environmental professional (refer to Section 1.4, *Limitations, Deviations, and Exceptions*), this practice does not impose on the environmental professional the responsibility to undertake a review of recorded land title records and judicial records for environmental liens or activity and use limitations. The user should either (1) engage a title company or title professional to undertake a review of reasonably ascertainable recorded land title records and lien records for environmental liens or activity and use limitations currently recorded against or relating to the property, or (2) negotiate such an engagement of a title company or title professional as an addition to the scope of work to be performed by the environmental professional.

1.5.1.1 Reasonably Ascertainable Title and Judicial Records for Environmental Liens and Activity and Use Limitations

Environmental liens and AULs that are recorded or filed in any place other than recorded land title records are not considered to be reasonably ascertainable unless applicable Federal, tribal, State, or local statues, or regulations specify a place other than recorded land title records for recording or filing of environmental liens and AULs.

1.5.2 SPECIALIZED KNOWLEDGE OR EXPERIENCE OF THE USER

Users must take into account their specialized knowledge to identify conditions indicative of releases or threatened releases. If the user has any specialized knowledge or experience that is

material to RECs in connection with the property, the user should communicate any information based on such specialized knowledge or experience to the environmental professional. The user should do so before the environmental professional conducts the site reconnaissance.

1.5.3 ACTUAL KNOWLEDGE OF THE USER

If the user has actual knowledge of any environmental lien or AULs encumbering the property or in connection with the property, the user should communicate such information to the environmental professional. The user should do so before the environmental professional conducts the site reconnaissance.

1.5.4 REASON FOR SIGNIFICANTLY LOWER PURCHASE PRICE

In a transaction involving the purchase of a parcel of commercial real estate, the user shall consider the relationship of the purchase price of the property to the fair market value of the property if the property was not affected by hazardous substances or petroleum products. The user should try to identify an explanation for a lower price which does not reasonably reflect fair market value if the property were not contaminated, and make a written record of such explanation. Among the factors to consider will be the information that becomes known to the user pursuant to the Phase I ESA. The ASTM E 1527-13 Standard Practice does not require that a real estate appraisal be obtained in order to ascertain fair market value of the property. The user should inform the environmental professional if the user believes that the purchase price of the property is lower than the fair market value due to contamination. The user is not required to disclose the purchase price to the environmental professional.

1.5.5 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

Commonly known or reasonably ascertainable information within the local community about the property must be taken into account by the user. If the user is aware of any commonly known or reasonably ascertainable information within the local community about the property that is material to recognized environmental conditions in connection with the property, the user should communicate such information to the environmental professional. The user should do so before the environmental professional conducts the site reconnaissance. The user must gather such information to the extent necessary to identify conditions indicative of releases or threatened releases of hazardous substances or petroleum products.

1.5.6 DEGREE OF OBVIOUSNESS

The user must consider the degree of obviousness of the presence or likely presence of releases or threatened releases at the property and the ability to detect releases or threatened releases by appropriate investigation including the information collected under the following sections within this Phase I ESA:

- Section 1.5.1, *Review Title and Judicial Records for Environmental Liens and Activity and Use Limitations (AULs)*;
- Section 1.5.2, *Specialized Knowledge or Experience of the User*;
- Section 1.5.4, *Reason for Significantly Lower Purchase Price*;
- Section 1.5.5, *Commonly Known or Reasonably Ascertainable Information*;
- Section 3.2, *Standard Environmental Records Sources*;
- Section 3.4, *Historical Use Information on the Subject Site and Adjoining Properties*;
- Section 4.0, *Site Reconnaissance*; and
- Section 5.0, *Interviews*.

1.5.7 OTHER

Either the user shall make known to the environmental professional the reason why the user wants to have the Phase I ESA performed or, if the user does not identify the purpose of the Phase I ESA, the environmental professional shall assume the purpose is to qualify for an LLP to CERCLA liability and state this in the report.

1.6 SPECIAL TERMS AND CONDITIONS

No special terms and conditions were identified for this scope of work.

1.7 USER RELIANCE

The information and opinions rendered in this Phase I ESA are exclusively for use by the Town of Mammoth Lakes. Michael Baker will not distribute or publish this report without the consent of the Town of Mammoth Lakes, except as required by law or court order. The information and opinions expressed in this Phase I ESA are given in response to Michael Baker's scope of services and limitations indicated above, and should be considered and implemented only in light of the scope of services and limitations. The services provided by Michael Baker in completing this Phase I ESA were consistent with normal standards of the profession. No warranty, expressed or implied, is made.

SECTION 2.0
USER PROVIDED INFORMATION

Per ASTM E 1527-13, the user of the Phase I ESA has an obligation to answer all questions posed by the User Questionnaire, in good faith, to the extent of his or her actual knowledge or to designate a key site manager to do so. If answers to questions are unknown or partially unknown to the user or such key site manager, this section shall not thereby be deemed incomplete.

The Town of Mammoth Lakes (Town) is the user of this Phase I ESA and has provided Michael Baker with information regarding the subject site on December 19, 2017 via a User Questionnaire; refer to Appendix C, *Documentation*. The Town has requested this Phase I ESA for the purpose of due diligence of the Shady Rest Tract Property (Assessor's Parcel Numbers [APNs] 0350-1002-0000 and 0351-0000-3000) prior to purchase. Other information/documentation provided by the Town is also referenced throughout this Phase I ESA, as applicable.

2.1 PREVIOUS DOCUMENTS

The user provided information regarding the hydrology of the property.

2.2 LITIGATION/ADMINISTRATIVE PROCEEDINGS

The user did not identify any information pertaining to any pending, threatened, or past litigation and/or administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the property during the course of this Phase I ESA.

2.3 GOVERNMENTAL NOTICES

The user did not identify any information pertaining to any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products during the course of this Phase I ESA.

2.4 ENVIRONMENTAL LIENS

The user did not identify environmental liens on the property during the course of this Phase I ESA.

2.5 ACTIVITY AND USE LIMITATIONS

The user did not identify environmental liens on the property during the course of this Phase I ESA.

2.6 SPECIALIZED KNOWLEDGE OR EXPERIENCE

The user provided the *Shady Rest Parcel Background Report*, dated October 19, 2016, which stated the Shady Rest parcel was historically used for summer cabins administered by the United States Forest Service in the 1920s.

2.7 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

The user did not identify any commonly known or reasonably ascertainable information during the course of this Phase I ESA.

2.8 VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

The user did not report valuation reduction for environmental issues. The property is being purchased at fair market value.

2.9 DEGREE OF OBVIOUSNESS

The user did not report any obvious indicators that point to the presence or likely presence of releases at the property during the course of this Phase I ESA.

2.10 REASON FOR PERFORMING PHASE I

This Phase I ESA has been requested by the Town of Mammoth Lakes, who indicated that the Phase I ESA is being prepared for the potential purchase of this property.

SECTION 3.0
RECORDS REVIEW

3.1 PHYSICAL SETTING SOURCES

Physical setting sources typically provide information regarding geologic, hydrogeological, hydrologic, or topographic characteristics of a property. The following information is primarily based on the review of the United States Geological Survey (USGS) *Old Mammoth, California* Quadrangle (dated 2015), and a site inspection conducted by Michael Baker on November 15, 2017. Other miscellaneous resources utilized within this section and throughout the Phase I ESA are referenced in Section 7.0, *References.*

3.1.1 SUBJECT SITE DESCRIPTION

3.1.1.1 Location

The subject site is located within the Town of Mammoth Lakes, Mono County, California (Section 35, Township 3 South (T.3S), Range 27 East (R.27E), Mount Diablo Base and Meridian [MDBM]). Specifically, the subject site is located south of Center Street, east of Manzanita Road, and west of Laurel Mountain Road; refer to Exhibit 1, *Regional Vicinity*, and Exhibit 2, *Site Vicinity.*

3.1.1.2 Current Use(s) of the Subject Site

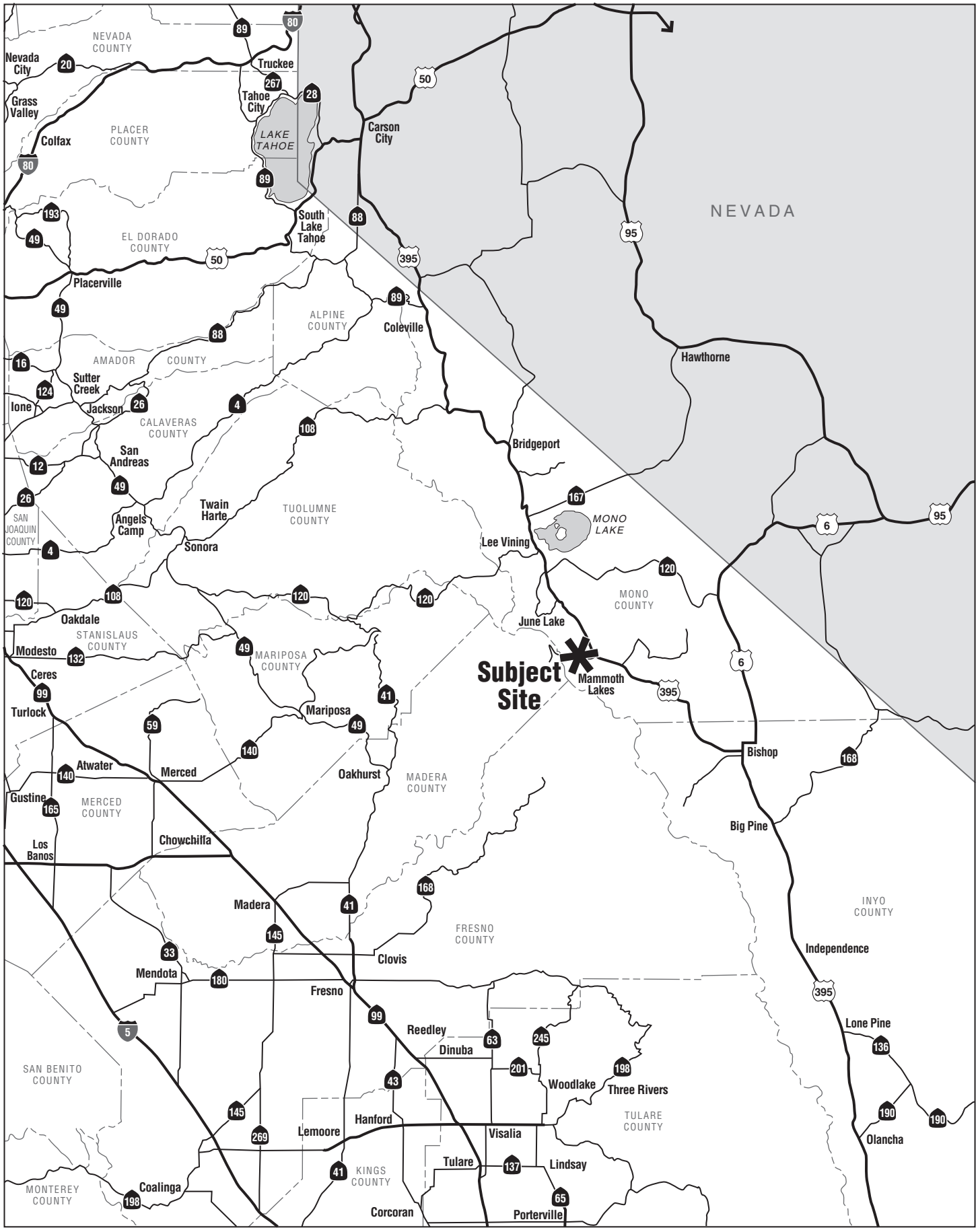
The subject site consists of vacant land; refer to Exhibit 3, *Subject Site*.

3.1.1.3 Description of On-Site Structures and Roads

No structures are located on the subject site. Evidence of a remnant roadway (Tavern Road) was noted on-site during the November 15, 2017 site inspection. Michael Baker also noted evidence of man-made trails for the purposes of biking and hiking are throughout the subject site.

3.1.2 TOPOGRAPHY

The USGS maps show geological formations and their characteristics, describing the physical setting of an area through contour lines and major surface features including lakes, rivers,



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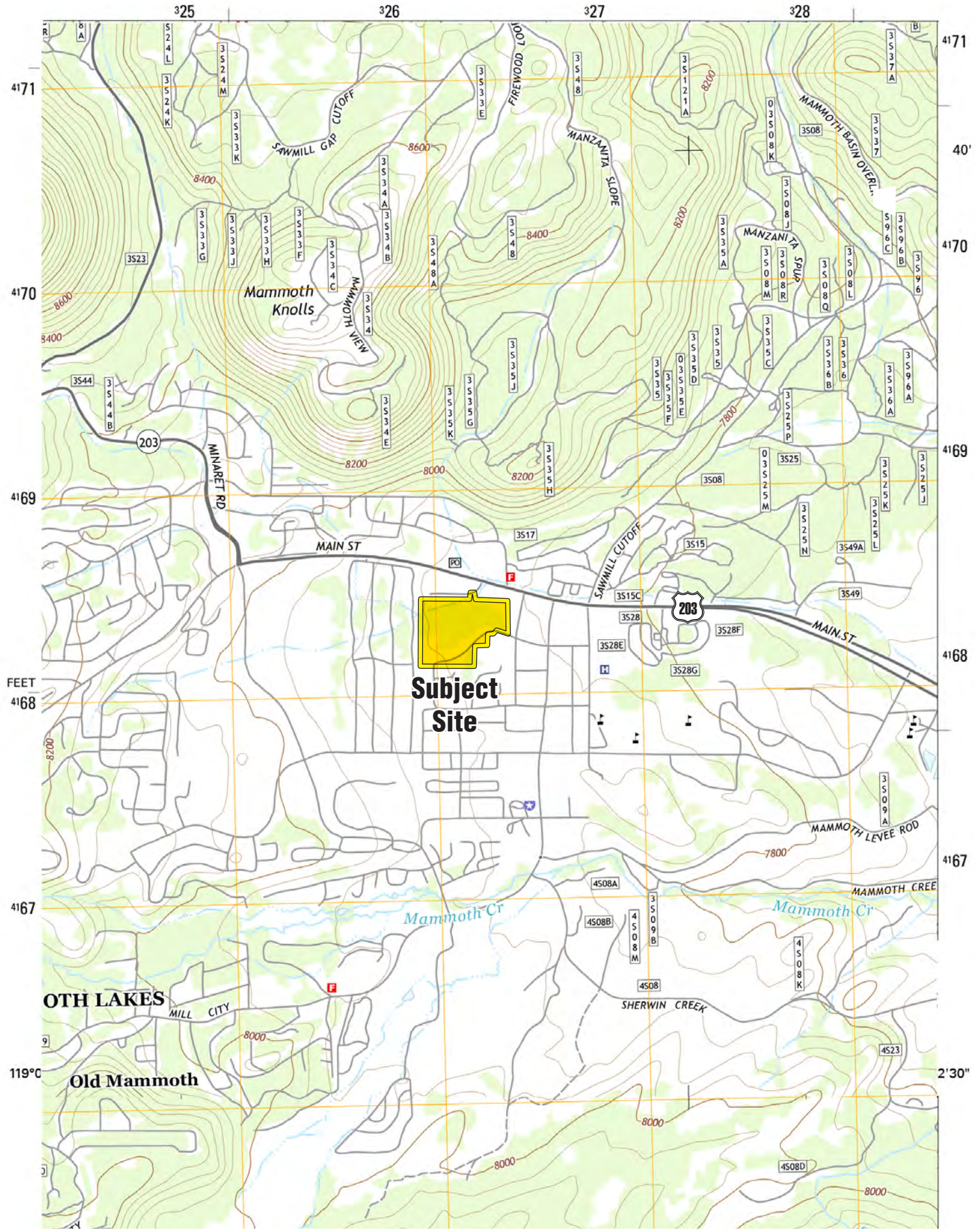
not to scale

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SHADY REST TRACT • PHASE I ESA

Regional Vicinity

Exhibit 1



Source: USGS Old Mammoth, CA and Bloody Mountain, CA Quadrangles, dated 2015.

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0 2000'

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Site Vicinity

Exhibit 2



Source: Aerial - Google Earth Pro, December 2017

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not to scale

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Subject Site

Exhibit 3

streams, buildings, landmarks, and other factors that impact the spread of contamination. Additionally, the maps depict topography through color and contour lines and are helpful in determining elevations and site latitude and longitude.

Based on the USGS *Old Mammoth, California* Quadrangle, dated 2015, on-site topography ranges from approximately 7,840 to 7,880 feet above mean sea level (msl) and generally slopes down-gradient to the northeast. The subject site consists of vacant land. A blue line stream flows through the subject site in a northeastern direction. Based on USGS, Tavern Road trends through the southern portion of the subject site in an east/west direction. No on-site pits, ponds, or lagoons are noted on-site on this topographic map.

3.1.3 CURRENT USES OF ADJOINING PROPERTIES

For the scope of this Phase I ESA, properties are defined and categorized based upon their physical proximity to the subject site. An adjoining property is considered any real property or properties the border of which is contiguous or partially contiguous with that of the subject site, or that would be contiguous or partially contiguous with that of the subject site but for a street, road, or other public thoroughfare separating them. The following is a detailed description of each adjoining land use observed on November 15, 2017:

- North: Commercial land uses are located to the north of the subject site.
- East: Commercial and residential land uses are located to the east of the subject site.
- South: Residential land uses are located to the south of the subject site.
- West: Residential land uses are located to the west of the subject site.

3.1.4 GEOLOGIC CONDITIONS

3.1.4.1 Geology

The USGS Geological Map Index was searched by EDR for available Geological Maps that cover the subject site and surrounding areas. These Geological Maps indicate geological formations that are overlaid on a topographic map. Some maps focus on specific issues (i.e., bedrock, sedimentary rocks, etc.) while others may identify artificial fills (including landfills). Geological maps can be effective in estimating permeability and other factors that influence the spread of contamination. According to the EDR GeoCheck Report, the land consists of a stratified sequence from the Cenozoic era.

According to the *Draft Environmental Impact Report Town of Mammoth Lakes Trails System Master Plan Project*, dated July 2011, the Town of Mammoth Lakes is located near the southwest edge of

the Long Valley Caldera, which overprints the Sierra Nevada boundary fault system. Persistent earthquake and volcanic activity over the past four million years have formed the eastern Sierra landscape in the vicinity of the Long Valley Caldera and the Mono Basin. The high mountains around Mammoth constitute the caldera walls with the Glass Mountains forming the west and southwest walls and the Benton Range forming the east wall.

The Town of Mammoth Lakes is underlain by a variety of rock types, including Pliocene to recent volcanic and pyroclastic deposits (12 million years old to less than 10,000 years old), Pleistocene glacial deposits (2.5 million years old to 10,000 years old), and Holocene alluvium (less than 10,000 years old). Soils and derived from these geologically recent deposits.

3.1.4.2 Soils

The U.S. Department of Agriculture (USDA) Soil Conservation Service (SCS) Soil Survey Maps were searched for available soils within the subject site. One soil series (with multiple phases) is located within the boundaries of the subject site; refer to Appendix C, for a mapping of on-site soils. The following is a detailed description of each soil located within the subject site:

- Chesaw Family, 0 to 5 percent slopes (163): The Chesaw series (0 to 5 percent slopes) consists of excessively drained soils with a negligible runoff class. The landform setting for this type of soil is outwash plains, and the parent material is glaciofluvial deposits derived from granite. There is a very low available water storage in the profile, about 2.8 inches.

- Chesaw Family, 5 to 15 percent slopes (164): The Chesaw series (5 to 15 percent slopes) consists of somewhat excessively drained soils with a very low runoff class. The landform setting for this type of soil is outwash plains, and the parent material is glaciofluvial deposits derived from granite. There is a very low available water storage in the profile, about 2.8 inches.

3.1.4.3 Radon

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. Radon is an invisible, odorless, inert gas that emits alpha particles, known to cause lung cancer. Radon levels are highest in basements (areas in close proximity to the soil) that are poorly ventilated. A radon survey was not included within the scope of this investigation. According to the "U.S. EPA Map of Radon Zones," the County of Mono is located within Zone 2, which has a predicted average indoor screening level between 2 to 4 picocuries per liter (pCi/L). EPA recommends remedial actions when radon levels are greater than 4.0 pCi/L.

3.1.5 BIOLOGICAL SETTING

The biotic community that exists within the vicinity of the subject site consists of that typical of vacant pine forest. The majority of the subject site is densely vegetated with a variety of pine trees and shrubs. A stream (Murphy's Gulch), with associated wetland vegetation, flows through the western portion of the subject site in a northeastern direction. Murphy's Gulch is a seasonal surface water that consists of seasonal snowmelt events.

3.1.6 DRAINAGE/HYDROLOGY

3.1.6.1 Drainage

Drainage of the subject site is accomplished by overland sheet flow toward the on-site stream, and then downstream in a northeastern direction.

3.1.6.2 Flood Hazards

Flood Prone Area Maps published by the USGS show areas prone to 100-year floods overlaid on a topographical map. These maps are not considered the official Federal Emergency Management Agency (FEMA) flood maps; therefore, in cases where a property is located immediately adjacent to or within the flood prone boundary, a FEMA map should be obtained. According to the EDR database search and the FEMA Flood Insurance Rate Maps (FIRM), the subject site is not located within the 100-year flood zone (refer to the Appendix B, *Database Records Searches*, and Appendix C).

3.1.6.3 Groundwater

Michael Baker assumes groundwater flow would follow the slope of the ground surface elevations towards the nearest open body of water or intermittent stream. The direction of flow underlying the subject site is expected to be generally in a northeastern direction.

3.2 STANDARD ENVIRONMENTAL RECORDS SOURCES

The governmental sources have been searched by EDR (at the request of Michael Baker) for sites within the subject site and within an approximate one-mile radius of the subject site boundaries. Upon completion of their search, EDR provided Michael Baker with their findings dated November 13, 2017. Michael Baker makes no claims as to the completeness or accuracy of the referenced sources. Our review of EDR's findings can only be as current as their listings and

may not represent all known or potential hazardous waste or contaminated sites. To reduce the potential for omitting possible hazardous material sites on the subject site and within the surrounding area, sites may be listed in this report if there is any doubt as to the location because of discrepancies in map location, zip code, address, or other information. Refer to Appendix B for a listing and description of the Federal, tribal, State, and local records searched.

3.2.1 SUBJECT SITE

The lists that were reviewed did not report any regulatory properties within the boundaries of the subject site (refer to Exhibit 4, *Overview Map*). No known corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on the subject site. The subject site has not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the databases reported by EDR (refer to Appendix B).

3.2.2 OFF-SITE PROPERTIES

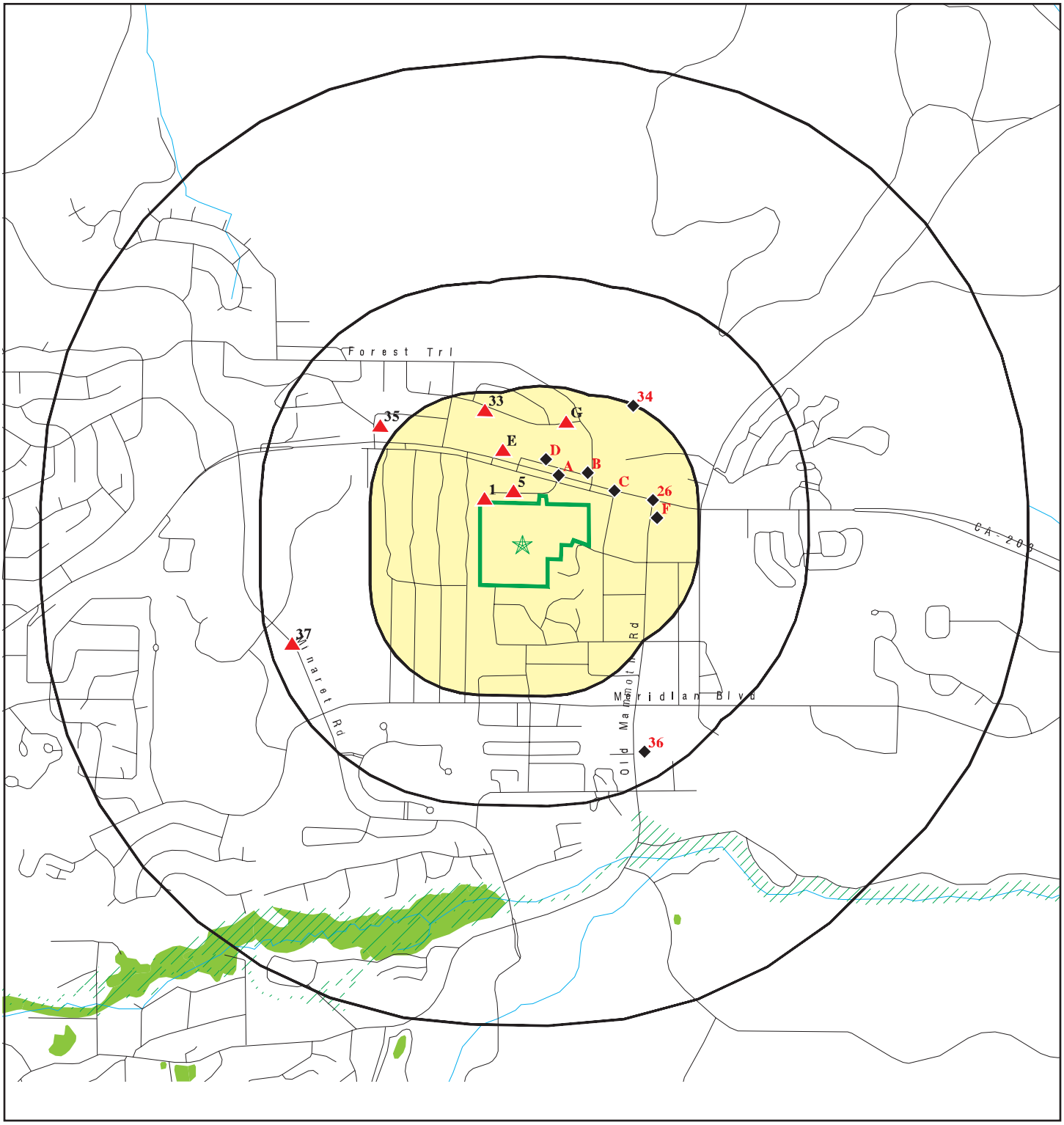
The lists identified 17 off-site regulatory properties within a one-mile radius of the subject site. For a complete list of sites identified and their status, refer to Appendix B. Distance from the subject site, direction of anticipated groundwater flow, and/or site status were considered to determine the potential impact on the subject site.

Adjoining Properties

There are two sites reported adjoining the subject site. Refer to Table 3-1 for a description of the regulatory databases reported for adjoining sites. Refer to Table 3-2 for further evaluation of these adjoining regulatory properties. Refer to Appendix B, for a complete listing of all adjoining properties noted.

Table 3-1
Database Summaries

Database	Description
CUPA Listings	The CUPA Listings database contains information on Mono County Health Department listed CUPA sites.
EDR Historical Auto Stations	EDR Exclusive Historic Gas Stations (EDR US Hist Auto Stat) includes a listing of potential gas station/filling station/service station sites. This database is maintained by EDR and includes selected national collections of business directories that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.



Source: EDR, Inc., 2017

0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Upgradient Area
- Areas of Concern

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SHADY REST TRACT • PHASE I ESA

Overview Map

Exhibit 4

Table 3-1 (continued)
Database Summaries

Database	Description
HIST CORTESE	The historic "Cortese" Hazardous Waste and Substances Sites List is a list of sites that are designated by the State Water Resources Control Board (SWRCB), the Integrated Waste Board, and the Department of Toxic Substances Control.
LUST	The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data comes from the State Water Resources Control Board Leaking Underground Storage Tank Information System.
UST	The Underground Storage Tank (UST) database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data comes from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

Table 3-2
Identified Regulatory Sites of Concern

EDR Map ID#	Site Name/Address	Direction from Subject Site	Regulatory Database[1]	EDR Site Status	File Review[1]
1	Amerigas Propane 161 Center Street Mammoth Lakes, CA 93546	Adjoining subject site to north	CUPA Listings	Reported in the CUPA Listings database for maintaining a Business Plan with Mono County, conducting electronic reporting and reporting the handling of hazardous materials per Mono County. No indication of a release or investigation of a possible release has been reported. No USTs or ASTs, other than tanks associated with propane, have been reported.	NO This adjoining property is not listed in a mandatory database for file review.
A2 A3 A4 5 A6	Mammoth Mobil Inc. Center Street Shell 3275 Main Street Mammoth Lakes, CA 93546	Adjoining subject site to north	EDR Hist Auto LUST CUPA Listings HIST CORTESE UST	Listed as a historical gasoline service station from 1983 to 2002. Reported LUST leaked gasoline to aquifer used for drinking water. Case closed on 9/30/13. Reported in the CUPA Listings database. Reported in the HIST CORTESE database. Reported LUST leaked diesel to soil. Case closed on 10/1/09. Reported in the CUPA Listings database for maintaining a Business Plan with Mono County, conducting electronic reporting and reporting the handling of hazardous materials per Mono County, and maintaining USTs.	YES Michael Baker reviewed files maintained online by the RWQCB.

Notes: RWQCB= Lahontan Regional Water Quality Control Board

1. Refer to Section 3.3, *File Record Reviews*, for a discussion of files reviewed, if applicable.
2. **BOLD** indicates ASTM Standard Practice E 1527-13, Section 8.2.1, standard federal, state, and tribal environmental records sources that should include a file review.

Source: Environmental Data Resources, Inc., *EDR Radius Map with GeoCheck*, dated November 13, 2017; refer to Appendix B, *Database Records Searches*.

Adjacent Properties

Although 15 adjacent properties were listed, no reported adjacent regulatory properties have been identified that also present a potential concern to groundwater underlying the subject site. Reported adjacent regulatory properties are considered to have a low potential of affecting the subject site for one or more of the following reasons: distance from the subject site, direction of anticipated groundwater flow, site status, and/or no contamination has been reported. Refer to Appendix B for a listing of all adjacent properties noted.

3.2.3 UNMAPPED PROPERTIES

According to EDR's ESA Report Desktop Reference, dated 1996, some reported sites are unmappable as exact locations remain undefined. Listings in publicly available records, which do not have adequate address information, are generally not considered practically reviewable. For the purposes of this Phase I ESA, practically reviewable information is defined as information provided in a manner and in a form that yields information without the need for extraordinary analysis or irrelevant data. Although the location of these sites may be unknown, the site and detail information are often available through the EDR.

Michael Baker's review of Unmapped Properties consisted of a verification, based solely on the professional judgment of the Environmental Professional, that the subject site is not listed (i.e., referenced by name or street address) and review to identify if any of the Unmapped Properties cause a likely potential to create an REC within the boundaries of the subject site. No listed Unmapped Properties appear to be located within the boundaries of the subject site. However, one listed property (Mammoth Mobile at Center Street) is a reported LUST site and appears to adjoin the subject site to the north. This property appears to be the same property as that listed in EDR as 3275 Main Street (Mammoth Mobil Inc. and Center Street Shell); refer to Table 3-2. This property is further analyzed in Section 3.3.1, *File Reviews Conducted*.

3.3 FILE RECORD REVIEWS

If the subject site or any of the adjoining properties are identified on one or more of the standard environmental record sources, pertinent regulatory files and/or records associated with the listing should be reviewed. The purpose of the regulatory file review is to obtain sufficient information to assist the environmental professional in determining if a REC, HREC, CREC, or a de minimis condition exists at the property in connection with the listing. If, in the environmental professional's opinion, such a review is not warranted, the environmental professional must explain the justification for not conducting the regulatory file review.

Michael Baker reviewed available files for the following reported adjoining property; refer to Section 3.3.1, *File Reviews Conducted*.

- **3275 Main Street (Mammoth Mobil Inc.):** This facility adjoins the subject site to the north. Files maintained online by RWQCB were reviewed. Michael Baker also requested to review files maintained at the offices of the Lahontan Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), and Mono County Environmental Health Department. No files are available for review at the DTSC. The RWQCB and Mono County Environmental Health Department did not respond to Michael Baker within 20 days. Pursuant to ASTM E 1527-13 Section 8.1.5, *Reasonable Time and Cost*, it is the opinion of Michael Baker that these files are not considered reasonably ascertainable.

3.3.1 File Reviews Conducted

Michael Baker searched the Geotracker database for available files relative to the properties discussed above on December 11, 2017. Geotracker was developed pursuant to a mandate by the California State Legislature to investigate the feasibility of establishing a statewide Geographic Information System (GIS) for leaking underground fuel tank (LUFT) sites and is maintained by the State Water Resources Control Board. Michael Baker makes no claims as to the completeness or accuracy of Geotracker; our review of Geotracker's findings can only be as current as their listings and may not represent all known or potential hazardous waste or contaminated sites. The following is a discussion of Michael Baker's online file review conducted.

3.3.1.1 Mammoth Mobil Inc. (3275 Main Street)

This facility adjoins the subject site to the north and currently consists of the Center Street Shell (formerly a Mobil Service Station). During replacement of underground storage tanks (USTs) in 1997, a release to the soil and groundwater was reported. Soil and groundwater samples were collected beneath the former UST. Soil and groundwater analytical results indicated elevated levels of petroleum hydrocarbons. Approximately 300 yards of contaminated soil and 500 gallons of impacted groundwater were removed from the tank pit prior to installation of new, double-walled USTs. In 2001, soil impacted with both gasoline and diesel was encountered by Town of Mammoth Lakes' consultants in off-site test pits. Based on the concerns that the source of contamination may be attributed to this gasoline service station, the RWQCB requested an additional off-site investigation. One on-site and three off-site wells were installed and added to the site groundwater monitoring program. Elevated concentrations of petroleum hydrocarbons were identified in one well to the east of this property. Hydrocarbon impacted

soils were excavated (nearly 1,500 cubic yards) from adjacent areas of Center Street in 2001. In 2010, remediation activities occurred and an unknown amount of petroleum hydrocarbon was removed from groundwater. The RWQCB determined no further action was required at this time and issued a closure letter, dated September 30, 2013.

3.4 HISTORICAL USE INFORMATION ON THE SUBJECT SITE AND ADJOINING PROPERTIES

The objective of consulting historical sources is to develop a history of the previous uses of the property and surrounding area, in order to help identify the likelihood of past uses having led to RECs in connection with the property. The Environmental Professional shall exercise professional judgment and consider the possible releases that might have occurred at a property in light of the historical uses and, in concert with other relevant information gathered as part of the Phase I ESA process, use this information to assist in identifying RECs (discussed in Section 6.0, *Evaluation*, of this Phase I ESA).

The standard sources identified by ASTM E 1527-13 include aerial photographs, fire insurance maps, property tax files, recorded land title records (a chain-of-title), historical USGS topographic maps, local street directories, building department records, zoning/land use records, prior assessments, and other historical sources (i.e., any source or sources, other than those listed, that are credible to a reasonable person and that identify past uses of the property). The focus is on usage rather than ownership, which is why a chain-of-title is not sufficient by itself.

3.4.1 METHODOLOGY AND LIMITING CONDITIONS

3.4.1.1 Methodology

Data failure (a subset of a data gap) occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the historical source review objectives have not been met.

USES OF THE PROPERTY

Per ASTM E 1527-13 Standard Practice, historical uses "shall be identified from the present, back to the property's obvious first development use including (agricultural and fill activities), or back to 1940, whichever is earlier." This task requires reviewing only as many of the standard historical sources as are necessary and both reasonably ascertainable and likely to be useful.

Historical information for the subject site was obtained back to 1914, at which time the subject site was vacant land. Based on sources reviewed, the first obvious development appeared to consist of residential cabins constructed on-site in the 1920s. Sources reviewed have been cited throughout this section and are referenced in Section 7.0, *References*, of this Phase I ESA.

INTERVALS

Review of standard historical sources at less than approximately five year intervals is not required by ASTM E 1527-13 Standard Practice. If the specific use of the property appears unchanged over a period longer than five years, then it is not required by ASTM E 1527-13 Standard Practice to research the use during that period. Michael Baker did not encounter data failure with regard to source intervals during the course of this Phase I ESA.

Michael Baker was unable to obtain specific property land use information of the subject site within a five-year interval, from 1914 to the 1920s. During this time, summer cabins administered by the United States Forest Service (Shady Rest Summer House Tract) were constructed along Tavern Road on the subject site. However, no indicators or potential hazardous materials were noted in relation to this use and no evidence of other development prior to construction of the on-site cabins was noted.

USES OF PROPERTIES IN SURROUNDING AREA

Uses in the area surrounding the property shall be identified in the Phase I ESA, but this task is only required to the extent that this information is revealed in the course of researching the property itself. If the environmental professional uses sources that include the surrounding area, surrounding uses should be identified to a distance determined at the discretion of the environmental professional. Factors to consider in making this determination include, but are not limited to:

- The extent to which information is reasonably ascertainable;
- The time and cost involved in reviewing surrounding uses;
- The extent to which information is useful, accurate, and complete in light of the purpose of the records review;
- The likelihood of the information being significant to RECs in connection with the property;
- The extent to which potential concerns are obvious;
- Known hydrogeologic/geologic conditions that may indicate a high probability of hazardous substances or petroleum products migration to the property;
- How recently local development has taken place;

- Information obtained from interviews and other sources; and
- Local good commercial and customary practice.

Surrounding land uses have been noted throughout the Phase I ESA, as applicable, and are referenced accordingly.

3.4.1.2 Limiting Conditions

Michael Baker requested building permits from the Town of Mammoth Lakes. However, Ms. Sandra Moberly confirmed that the Town has no record of building permits for the subject site.

3.4.2 STANDARD HISTORICAL SOURCES

3.4.2.1 Historical Uses Summary

Based upon the evaluation of documented land use as demonstrated in the resources reviewed as part of this Phase I ESA, the subject site appears to have consisted of vacant land until the 1920s, at which time the Shady Rest Summer House Tract was constructed and managed by the United States Forest Service. At this time, Tavern Road was constructed in the southern portion of the subject site to support these on-site residential uses. By 1983, these summer cabins were either removed or relocated off-site (to the south) as part of a land exchange. Development of the surrounding area generally occurred in the 1950s through the 1980s and consisted of residential and commercial development. Refer to Table 3-3, *Historical Uses Summary*.

Table 3-3
Historical Uses Summary

Year	On-Site Use	Surrounding Uses	Source
1914	The subject site consists of vacant land. A stream transects the northern portion of the subject site flowing west.	A stream is noted to the south of the subject site.	USGS Topographic Maps
1920s	Summer cabins administered by the United States Forest Service (Shady Rest Summer House Tract) appear. Tavern Road is anticipated to have been constructed at this time to support on-site residential uses.	No changes noted.	Interviews
1951	No changes noted.	No changes noted.	Aerial Photographs

Table 3-3 (continued)
Historical Uses Summary

Year	On-Site Use	Surrounding Uses	Source
1953	No changes noted.	Sparse development is noted throughout the vicinity of the subject site. Mammoth Ranger Station is noted to the northeast and Camp High Sierra is noted to the southwest of the subject site. Main Street appears as a secondary highway. Transportation uses have increased.	USGS Topographic Maps
1975	No changes noted.	Development has increased.	Aerial Photographs
1979	No changes noted.	A gas station is noted to the north of the subject site.	Aerial Photographs
1983	An unimproved road extends onto the subject site. A levee is noted transecting the southwest portion of the subject site. Summer cabins removed/relocated offsite as part of a land exchange.	Development in the vicinity of the subject site has increased. A post office is noted to the north of the subject site. A fire station is noted to the northeast of the subject site. A hospital is noted to the east of the subject site. Main Street is identified as Highway 203.	USGS Topographic Maps Interviews
1985	No changes noted.	No changes noted.	Aerial Photographs
1987	No changes noted.	Alpine Garage and Mammoth Photo Center is listed at 85 Center Street.	City Directory
1992	No changes noted.	No changes noted.	City Directory
1993	No changes noted.	No changes noted.	Aerial Photographs
1994	On-site present roadways are no longer on the subject site.	No changes noted.	USGS Topographic Maps
1995	No changes noted.	Alpine Garage is listed at 47 Center Street.	City Directory
1998	No changes noted.	No changes noted.	Aerial Photographs
2000	No changes noted.	No changes noted.	City Directory
2005	No changes noted.	Amerigas Propane is listed at 161 Center Street.	Aerial Photographs City Directory
2009	No changes noted.	No changes noted.	Aerial Photographs
2010	No changes noted.	Mullins Laundry & Lin Svc LLC is listed at 145 Center Street.	Aerial Photographs City Directory
2012	Tavern Road appears to transect the southeastern portion of the subject site again.	No changes noted.	USGS Topographic Maps Aerial Photographs
2014	No changes noted.	No changes noted.	City Directory

Notes:
Bold denotes an interval data gap, as described in Section 3.4.1.1, *Methodology*, *Intervals*.
Other sources reviewed, but that which did not include information pertaining to the subject site included the following: Sanborn Maps.

Source: Refer to Section 7, *References*, and Appendix C, for full citation and documentation of sources utilized in this table.

3.4.2.2 Property Tax Files

Michael Baker searched the subject site for property data via First American Real Estate Solutions and the legal description for the subject site. This data typically provides current property ownership information and includes information regarding on-site improvements,

zoning, land use, transfer of last sale, and other miscellaneous structural improvements. Property information was available for the subject site via *Mono County Assessor Data Inquiry*. The subject site consists of APN 035-100-003-000 (33 Center Street), which is 0.19-acre of vacant land, and APN 035-010-020-000 (1699 Tavern Road), which is 25 acres of vacant land.

3.4.2.3 Zoning/Land Use Records

Zoning/land use records generally consist of records maintained by the local government in which the subject site is located. They indicate the uses permitted by the local government for particular zones within its jurisdiction. The records may consist of maps and/or written records. According to Resolution No. 16-68 Figure 2-4, *Proposed Revisions to the Land Use Diagram*, dated December 7, 2016, the subject site is designated as High-Density Residential 1 (HDR-1). According to the *Mammoth Lakes Zoning Map*, updated January 2015, the subject site is zoned as Residential Multi-Family 1 (RMF-1) with an Affordable Housing (AH) Overlay Zone and Downtown.

3.4.2.4 Oil and Gas Wells

Michael Baker reviewed the California Department of Oil, Gas, and Geothermal Resources (DOGGR) online mapping system on December 7, 2017, which indicates existing and historical oil and gas wells within the immediate vicinity of the subject site. Current well status for any well indicated in the online mapping system should be confirmed at the appropriate Division of Oil and Gas District Office. According to DOGGR, no oil or gas wells are located within the subject site. No oil or gas wells are located within a one mile radius of the subject site (refer to Appendix C). It is noted that three geothermal wells are located within one mile of the subject site.

3.4.2.5 Other Historical Sources

Other historical sources include miscellaneous maps, newspaper archives, and records in the files and/or personal knowledge of the property owner and/or occupants. No other sources were reviewed by Michael Baker during the course of this Phase I ESA.

SECTION 4.0
SITE RECONNAISSANCE

According to the ASTM E 1527-13 Standard Practice, the objective of the site reconnaissance is to obtain information indicating the likelihood of identifying RECs in connection with the subject site.

4.1 METHODOLOGY AND LIMITING CONDITIONS

4.1.1 METHODOLOGY

Michael Baker performed a visual observation of readily accessible areas of the subject site and immediately adjoining properties on November 15, 2017. At this time, the subject site was visually inspected. Refer to Exhibit 5, *On-Site Photographs*, and Exhibit 6, *Off-Site Photographs*, for photograph documentation conducted during the site visit. The subject site was viewed from all public thoroughfares. If roads or paths with no apparent outlet are observed on the subject site, the use of the road or path was identified to determine whether it was likely to have been used as an avenue for disposal of hazardous substances or petroleum products.

4.1.2 LIMITING CONDITIONS

No limiting conditions were encountered as part of Michael Baker's site visit conducted on November 15, 2017.

4.2 ON-SITE OBSERVATIONS

4.2.1 DESCRIPTION OF ON-SITE USES

The subject site consists of vacant land.

4.2.2 DESCRIPTION OF ON-SITE STRUCTURES AND ROADS

No structures are located on the subject site. Evidence of a remnant roadway (Tavern Road) was noted on-site during the November 15, 2017 site inspection. Michael Baker also noted evidence of man-made trails for the purposes of biking and hiking are throughout the subject site.



View of on-site drainage from the northern boundary looking southwest upstream.



Typical view of the subject site from the western boundary looking east.



Typical view of the subject site from the southern boundary looking north.



View of water facilities provided near the eastern boundary of the subject site.



View of the Shell Gas Station located north of the subject site.



View of adjoining residential uses located west of the subject site.



View of adjoining residential uses located east of the subject site along Shady Rest Road.



View of commercial uses located north of the subject site.

4.2.3 DESCRIPTION OF PAST USES OF THE SUBJECT SITE

Based on review of available documentation noted in Section 3.0, *Records Review*, past uses of the subject site appear to have consisted of residential uses. Remnant roadway and water utilities were observed in the southern portion of the subject site to suggest the presence of this past use.

4.2.4 HAZARDOUS SUBSTANCES AND PETROLEUM PRODUCTS

Michael Baker did not observe hazardous substances and petroleum products on the subject site. No staining or evidence of leaking was observed.

4.2.5 CHEMICAL STORAGE TANKS (ASTS AND USTS)

During the November 15, 2017 site inspection the subject site was inspected for fill pipes, vent pipes, areas of abnormal or heavy staining, manways, manholes, access covers, concrete pads not homogenous with surrounding surfaces, concrete build-up areas potentially indicating pump islands, abandoned pumping equipment, or fuel pumps. Michael Baker did not observe any evidence of ASTs or USTs on the subject site during the November 15, 2017 site visit.

4.2.6 SPILLS

Michael Baker did not observe evidence of spills during the November 15, 2017 site visit.

4.2.7 SOLID WASTE DISPOSAL

No indication of on-site solid waste disposal practices (i.e., landfills) was apparent during the November 15, 2017 site inspection.

4.2.8 UTILITIES

Water- and electrical-related utilities were observed on-site (in the southern portion) during the November 15, 2017 site visit. No other utilities were noted on-site during the site visit.

4.2.8.1 Polychlorinated Biphenyls (PCBs)

One pad-mounted transformer was observed on-site during the November 15, 2017 site visit. However, the pad-mounted transformer appeared to be in good condition and no visible staining or leaking was noted in association with the on-site transformer.

4.2.8.2 Wells

No water wells were observed within the boundaries of the subject site during the November 15, 2017 site visit.

4.2.8.3 Potable Water Supply

Evidence of water utilities were noted during the site visit. The surrounding area appeared to be connected to the Town's local water system.

4.2.8.4 Sewage Disposal System

No structures are located on-site; no evidence of a sewage disposal system (including septic systems) was noted during the site visit.

4.2.8.5 Heating/Cooling

No structures are located on-site; Michael Baker did not observe heating or cooling systems during the site visit.

4.2.9 DRAINS AND SUMPS

No structures are located on-site; no storm drains or sumps were noted during the November 15, 2017 site visit.

4.2.10 PITS, PONDS, LAGOONS

No pits, ponds, or lagoons were noted during the November 15, 2017 site visit.

4.3 OFF-SITE OBSERVATIONS

An adjoining property is considered any real property or properties that the border of which is contiguous or partially contiguous with that of the subject site, or that would be contiguous or partially contiguous with that of the subject site but for a street, road, or other public thoroughfare separating them. An adjacent property is any real property located off-site, which is not adjoining. Visual observations of the publicly accessible portions of adjoining properties were conducted on November 15, 2017, as part of this Phase I ESA and are described below.

4.3.1 DESCRIPTION OF CURRENT AND PAST USES OF THE SURROUNDING AREA

Current uses surrounding the subject site primarily consist of residential, commercial, and vacant land uses. Based on review of available documentation noted in Section 3.0, past uses of the surrounding area appear to have consisted of residential, commercial, transportation, and vacant land uses, similar to existing conditions.

4.3.2 DESCRIPTION OF CURRENT USES AND STRUCTURES AT ADJOINING PROPERTIES

Adjoining uses observed include residential, commercial (including Center Street Shell and a propane tank commercial facility), and vacant land uses. Roadways in the vicinity include Center Street, Tavern Road, Shady Rest Road, and Chaparral Road. During preliminary observation of adjoining properties from public thoroughfares, no visible or physical evidence was observed to suggest that a surface release of petroleum-based material has recently occurred. No unusual or suspicious materials handling or storage practices were observed with respect to adjoining properties.

4.3.3 DESCRIPTION OF PAST USES AND STRUCTURES AT ADJOINING PROPERTIES

Based on the available documentation noted in Section 3.0, adjoining land uses appear to have historically consisted of uses similar to existing conditions (residential, commercial, transportation, and vacant land uses).

4.3.4 OBSERVATIONS OF OFF-SITE PROPERTIES

4.3.4.1 Utilities

Typical utilities (e.g., power lines with transformers, electrical boxes, etc.) were noted off-site during the November 15, 2017 site inspection. No staining or leaking was observed with respect to off-site utilities.

4.3.4.2 Chemical Storage Tanks

No evidence of chemical storage tanks were observed at off-site properties during the November 15, 2017 site visit. It is acknowledged that a commercial (propane) facility adjoins the subject site to the north.

4.3.4.3 Hazardous Materials

During a preliminary observation of adjoining properties from public thoroughfares, no visible or physical evidence was observed to suggest that hazardous substances and/or petroleum-based material are handled/stored/used or have been recently released into the environment. No unusual or suspicious materials handling or storage practices were observed with respect to adjacent properties.

SECTION 5.0
INTERVIEWS

The ASTM E 1527-13 Standard Practice indicates that the objective of interviews is to obtain information indicating RECs in connection with the subject site. Interviews with past and present owners, operators, and occupants of the property consist of questions to be asked in the manner and of persons as described in the ASTM E 1527-13 Standard Practice. The content of questions to be asked shall attempt to obtain information about uses and conditions observed during the site reconnaissance as well as the documentation review. The content of questions to be asked of State and/or local government officials shall be decided in the discretion of the environmental professional(s) conducting the Phase I ESA, provided that the questions shall generally be directed towards identifying RECs in connection with the subject site.

5.1 PROPERTY OWNER

The Town of Mammoth Lakes provided Michael Baker's Property Owner questionnaire to the current property owner. However, no response has been received at the time of the Phase I ESA.

5.2 KEY SITE MANAGER/OPERATOR

A key site manager is a person with good knowledge of the uses and physical characteristics of the property. Often the Key Site Manager is the property manager, the chief physical plant supervisor, or head maintenance person. If the user is the current property owner, the user has an obligation to identify a key site manager, even if it is the user himself or herself.

The Town of Mammoth Lakes has identified Ms. Sandra Moberly as the Key Site Manager for the purposes of this analysis. Ms. Moberly has provided Michael Baker with information pertaining to the subject site, throughout this Phase I ESA (refer to Section 7.0, *User Provided Information*). Ms. Moberly is not aware of any information pertaining to any pending, threatened, or past litigation and/or administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the property. She is not aware of any information pertaining to any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products. She is not aware of recorded land title records that identify environmental liens filed or activity limitations. Ms. Moberly acknowledged that the past use for the subject site included residential cabins managed by the United States Forest Service. Further, Ms.

Moberly stated that the purchase price being paid for the subject site reasonably reflects the fair market value of the property. Based on her knowledge and experience related to the subject site, she does not know of any obvious indicators that point to the presence or likely presence of contamination at the subject site.

5.3 OCCUPANTS

No occupants are associated with the subject site, as the site consists of vacant land. Thus, no occupants are available for interview during the course of this Phase I ESA.

5.4 LOCAL GOVERNMENT OFFICIALS

Michael Baker interviewed Ms. Sandra Moberly, Planning and Economic Development Manager for the Town of Mammoth Lakes, in order to obtain publicly available building permits for the subject site. Ms. Moberly stated that no building permits are maintained by the Town of Mammoth Lakes.

5.5 OTHER PERSONS

No other persons were interviewed during the course of this Phase I ESA.

SECTION 6.0
EVALUATION

Michael Baker has performed a Phase I ESA in conformance with the scope and limitations of ASTM E 1527-13 Standard Practice of the Shady Rest Tract (Assessor's Parcel Numbers [APNs] 0350-1002-0000 and 0351-0000-3000), within the Town of Mammoth Lakes, California, also known as the subject site within this Phase I ESA. Any exceptions to, or deletions from, this practice are described in the Section 6.3, *Limiting Conditions/Deviations*, of this report. This Phase I ESA has revealed the following in connection with the subject site.

6.1 FINDINGS AND OPINIONS

The following findings and opinions are based upon review of reasonable ascertainable referenced material available to Michael Baker during the preparation of this Phase I ESA, which included a review of historical aerial photographs, historical topographic maps, regulatory databases, and other documentation, as well as interviews and site reconnaissance.

6.1.1 CURRENT ON-SITE USES

The subject site currently consists vacant land. Available public records provided by EDR were reviewed by Michael Baker on November 13, 2017. The lists that were reviewed did not report any regulatory properties within the boundaries of the subject site. Therefore, no known corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on the subject site. The subject site has not been under investigation for violation on any environmental laws, regulations, or standards, as identified in the databases reported by EDR. No evidence to suggest the presence of a REC at the subject site was noted during the November 15, 2017 site visit. Based on reasonable ascertainable referenced material reviewed during this Phase I ESA, it is the opinion of Michael Baker that the current on-site uses have not resulted in a REC at this time.

PCBs

It is acknowledged that one pad-mounted transformer was observed in the southern portion of the subject site during the November 15, 2017 site visit. Polychlorinated biphenyls (PCBs) could be associated with the on-site transformer; however, the transformer appeared to be in good condition and no staining or leakage was observed. Thus, it is Michael Baker's opinion that, as

the pole-mounted transformers are in good condition and no evidence of a release is noted, no REC has resulted in this regard.

6.1.2 PAST ON-SITE USES

Based upon the evaluation of documented land use as demonstrated in the resources reviewed as part of this Phase I ESA, the subject site appears to have consisted vacant land until the 1920s, at which time the Shady Rest Summer House Tract was constructed and managed by the United States Forest Service. At this time, Tavern Road was constructed in the southern portion of the subject site to support these on-site residential uses. By 1983, these summer cabins were either removed or relocated off-site (to the south) as part of a land exchange.

Residential uses are not typically associated with the handling/storage or transport of hazardous materials. Further, based on public records provided by EDR, the subject site was not reported in any regulatory properties within the boundaries of the subject site. No known corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on the subject site. The subject site has not been under investigation for violation on any environmental laws, regulations, or standards, as identified in the databases reported by EDR. Thus, it is the opinion of Michael Baker that this past residential use has not resulted in a REC at the time of this Phase I ESA.

6.1.3 CURRENT ADJOINING PROPERTIES

Adjoining uses include vacant land, commercial, and residential uses. It is acknowledged that during Michael Baker's site visit, no visible or physical evidence was observed to suggest that a surface release of petroleum-based or hazardous materials or waste have recently occurred. No unusual or suspicious materials handling or storage practices were observed with respect to adjacent properties. Adjoining residential properties are not anticipated to have resulted in a REC at the subject site, as these uses are not typically associated with hazardous materials. However, commercial properties adjoin the subject site to the north and east. The following is a discussion of Michael Baker's findings and opinions regarding adjoining commercial properties that are associated with hazardous materials.

6.1.3.1 Center Street Shell (3275 Main Street)

The Center Street Shell is located at 3275 Main Street, to the north of the subject site. Based on files reviewed, this facility is currently owned by Inyo Crude Oil, Inc. and this current operation has not been reported in EDR for a release of hazardous materials. Based on files reviewed for this property associated with a past use (discussed below), USTs are currently double-walled

USTs and no evidence of a release from the current Center Street Shell has been noted. Thus, it is the opinion of Michael Baker that the current Center Street Shell has not resulted in a REC at the time of this Phase I ESA.

6.1.3.2 Amerigas Propane (161 Center Street)

The adjoining Amerigas Propane is located at 161 Center Street, north of the subject site. Based on EDR this facility handles hazardous materials, as indicated by the Mono County Environmental Health Department. The storage of propane tanks is present; however, no indication of a release to soil, soil gas, or groundwater has been reported and no indication of an investigation of a possible release has been noted. No USTs or ASTs, other than propane tanks, have been reported. Thus, it is the opinion of Michael Baker that this current adjoining facility has not resulted in a REC at the time of this Phase I ESA.

6.1.4 PAST ADJOINING USES

Based on the available documentation reviewed as part of this Phase I ESA, off-site adjoining uses appear to have historically consisted of single family residential and vacant land uses similar to existing conditions. Based on the available documentation, interviews, and a site reconnaissance conducted as part of this Phase I ESA, it is the opinion of Michael Baker that past adjoining uses have not resulted in a REC at the subject site.

6.1.4.1 Mammoth Mobil Inc. (3275 Main Street)

This facility adjoins the subject site to the north and currently consists of Center Street Shell, but historically consisted of a Mobil Service Station. Based on online GeoTracker files reviewed, the Mammoth Mobil Station was conducting UST replacement activities in April 1997. Soil samples collected from beneath the former UST locations indicated petroleum hydrocarbon contamination. Approximately 300 yards of contaminated soil and 500 gallons of impacted groundwater were removed from the tank pit prior to installation of new double-walled USTs in 1997. However, later in 2001, additional hydrocarbon impacts soils were discovered and excavated (nearly 1,500 cubic yards) from Center Street (to the south) by the Town of Mammoth Lakes. This soil contamination was considered to be representative of the maximum concentrations remaining in soils.

Based on the *Request for Case Closure and Semi-Annual Groundwater Monitoring Report*, dated October 12, 2012, remediation of soils and groundwater (in-situ chemical oxidation) was completed in August 2011. Verification soil samples were collected during Mammoth Community Water District sewer replacement excavation in Center Street (situated between this property and the subject site). Observations during excavations and soil results confirmed that

residual soil contamination was limited to degraded petroleum hydrocarbons without the presence of benzene or MTBE. All volatile organic compounds identified in groundwater samples are within the Maximum Contaminant Levels (MCLs) as established by the State of California. MTBE and benzene have been non-detect in all site samples since 2005 and 2010, respectively. Further, this property meets the low-threat closure guidelines for vapor intrusion based on the lack of benzene concentrations in groundwater, depth to groundwater, and availability and size of a vadose-zone bioattenuation vapor buffer with the requisite low-level TPHg concentrations.

Thus, as reported concentrations of residual hazardous materials have been reported in soils and groundwater within proximity to the boundaries of the subject site, but are reported to be below acceptable thresholds based on information provided by the RWQCB, it is Michael Baker's opinion that a HREC is present and is no longer a REC at the subject site.

6.1.5 CURRENT AND PAST ADJACENT USES

Current and past adjacent uses consist of vacant, residential, and commercial uses. Multiple adjacent properties were listed in multiple regulatory databases involving hazardous materials. However, based on the information reviewed as part of this Phase I ESA, no reported adjacent regulatory properties have been identified that also present a potential concern to groundwater underlying the subject site. The reported adjacent regulatory properties are considered to have a low potential of affecting the subject site for one or more of the following reasons: distance from the subject site, direction of anticipated groundwater flow, site status, and/or no contamination has been reported. Thus, based on information reviewed as part of this Phase I ESA, it is the opinion of Michael Baker that no REC has resulted on the subject site as a result of current and past adjacent land uses.

6.1.6 DATA GAPS

A data gap is a lack of or inability to obtain information required by the ASTM E 1527-13 Standard Practice despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including but not limited to site reconnaissance (for example, an inability to conduct the site visit) and interviews (for example, an inability to interview the key site manager, regulatory officials, etc.). A data gap by itself is not inherently significant. For example, if a property's historical use in not identified back to 1940 because of data failure, but the earliest source shows that the property was undeveloped, this data gap by itself would not be significant. A data gap is only significant if other information and/or professional experience raises reasonable concerns involving the data gap. For example, if a building on the property is

inaccessible during the site visit, and the Environmental Professional's experience indicates that such a building often involves activity that leads to an REC, the inability to inspect the building would be a significant data gap warranting comment.

No significant data gaps were noted during the course of the Phase I ESA. Refer to Section 6.3, *Limiting Conditions/Deviations*, below.

6.2 CONCLUSIONS

Michael Baker has performed a Phase I ESA in conformance with the scope and limitations of ASTM E 1527-13 Standard Practice of the Shady Rest Tract (Assessor's Parcel Numbers [APNs] 0350-1002-0000 and 0351-0000-3000), within the Town of Mammoth Lakes, California, the subject site. Any exceptions to, or deletions from, this practice are described in Section 6.3, *Limiting Conditions/Deviations*, of this Phase I ESA. This Phase I ESA has revealed no evidence of RECs in connection with the subject site.

6.3 LIMITING CONDITIONS / DEVIATIONS

Michael Baker did encounter data failure with regard to source intervals during the course of this Phase I ESA. Michael Baker was unable to obtain specific property land use information of the subject site within a five-year interval, from 1914 to the 1920s. During this time, summer cabins administered by the United States Forest Service (Shady Rest Summer House Tract) were constructed along Tavern Road on the subject site. However, no indicators or potential hazardous materials were noted in relation to this use and no evidence of other development prior to construction of the on-site cabins was noted. Although Michael Baker did not achieve data within a five-year interval of this change in use at the subject site, no other records reviewed as part of this Phase I ESA have suggested that land uses, other than those noted, have been associated with the subject site. Thus, it is the opinion of Michael Baker that this limitation is not a significant data gap.

The Town of Mammoth Lakes provided Michael Baker's Property Owner questionnaire to the current property owner. However, no response has been received at the time of the Phase I ESA. Based on available information reviewed as part of this Phase I ESA, past and current on-site uses appeared to historically consist of residential uses and vacant land. No evidence to suggest other uses was noted. Based on the historical documentation reviewed, it is Michael Baker's opinion that these interviews would not increase the knowledge of the Environmental Professional such that the conclusions of this Phase I ESA would change. Thus, it is the opinion of Michael Baker that this deviation is not a significant data gap.

No other limitations, deviations, or exceptions were encountered during the preparation of this Phase I ESA. Further, no additional scope items, or items outside of the scope of a Phase I ESA E 1527-13 Standard Practice, were conducted as part of this Phase I ESA.

SECTION 7.0
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Appendix G
Noise Data

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 179835
Project Name: The Parcel
Scenario: Existing

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: LSC Transportation Consultants INC., The Parcel Buildout Transportation Analysis, November 6, 2020
Community Noise Descriptor: L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

				Design		Vehicle Mix		Distance from Centerline of Roadway					
Analysis Condition		Median	ADT[1]	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour				Calc
Roadway Intersection	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn	Dist
Center Street and Site Driveway	2	12	500	25	0.5	1.8%	0.7%	43.0	-	-	-	-	100

[1.] ADT's were calculated by multiplying the Peak Hour Traffic Volumes by 10, consistent with Industry Practice.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 179835
Project Name: The Parcel
Scenario: Existing with Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: LSC Transportation Consultants INC., The Parcel Buildout Transportation Analysis, November 6, 2020
Community Noise Descriptor: L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

				Design		Vehicle Mix		Distance from Centerline of Roadway					
Analysis Condition		Median	ADT[1]	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour				Calc
Roadway Intersection	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn	Dist
Center street and Site Driveway	2	12	1,590	25	0.5	1.8%	0.7%	48.0	-	-	-	-	100

[1] ADT's were calculated by multiplying the Peak Hour Traffic Volumes by 10, consistent with Industry Practice.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 179835
Project Name: The Parcel
Scenario: Future

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: LSC Transportation Consultants INC., The Parcel Buildout Transportation Analysis, November 6, 2020
Community Noise Descriptor: L_{dn}: X CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

				Design		Vehicle Mix		Distance from Centerline of Roadway					
Analysis Condition		Median	ADT[1]	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour				Calc
Roadway Intersection	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn	Dist
Center Street and Site Driveway	2	12	500	25	0.5	1.8%	0.7%	43.0	-	-	-	-	100

[1.] ADT's were calculated by multiplying the Peak Hour Traffic Volumes by 10, consistent with Industry Practice.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 179835
Project Name: The Parcel
Scenario: Future with Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: LSC Transportation Consultants INC., The Parcel Buildout Transportation Analysis, November 6, 2020
Community Noise Descriptor: L_{dn}: X CNEL:

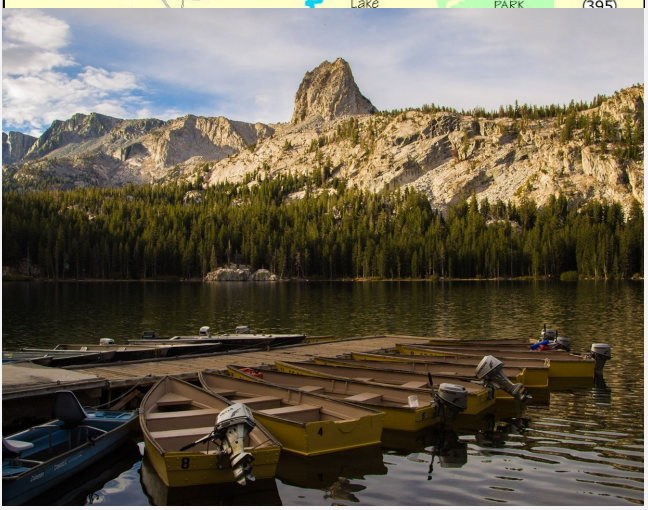
Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway Intersection	Lanes	Median Width	ADT[1] Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	Distance from Centerline of Roadway: Ldn at 100 Feet	Distance to Contour: 70 Ldn	65 Ldn	60 Ldn	55 Ldn	Calc Dist
Center Street and Site Driveway	2	12	1,590	25	0.5	1.8%	0.7%	48.0	-	-	-	-	100

[1] ADT's were calculated by multiplying the Peak Hour Traffic Volumes by 10, consistent with Industry Practice.
"-" = contour is located within the roadway right-of-way.

Appendix H
Transportation Analysis







THE PARCEL BUILDOUT TRANSPORTATION ANALYSIS

TRANSPORTATION CONSULTANTS, INC.

Prepared by LSC Transportation Consultants, Inc

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The Parcel Buildout

Transportation Analysis

Prepared for:

Michael Baker International

Prepared by:

LSC Transportation Consultants, Inc.

Project Number #207470

December 3, 2020

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Chapter I: Introduction

"The Parcel" is a site located in the central portion of Mammoth Lakes, California, as shown in Figure 1. It is proposed to be developed as a multifamily affordable housing community. This document provides a limited traffic analysis for the proposed Buildout of this development consisting of 580 units. The scope of this study has been reviewed and approved by Town staff.

The following chapter presents a summary of existing transportation conditions in the vicinity of the site. This is followed by an analysis of the traffic generation, traffic volume impacts as well as impacts on bicycle/pedestrian conditions and transit services. The final chapter presents conclusions and recommendations.

SCOPE OF STUDY

This transportation engineering study analyzes traffic data, intersection and Level of Service, and transportation impacts of the proposed project in accordance with the requirements of Mono County and the Town of Mammoth Lakes Public Works standards. The following intersections are identified for analysis:

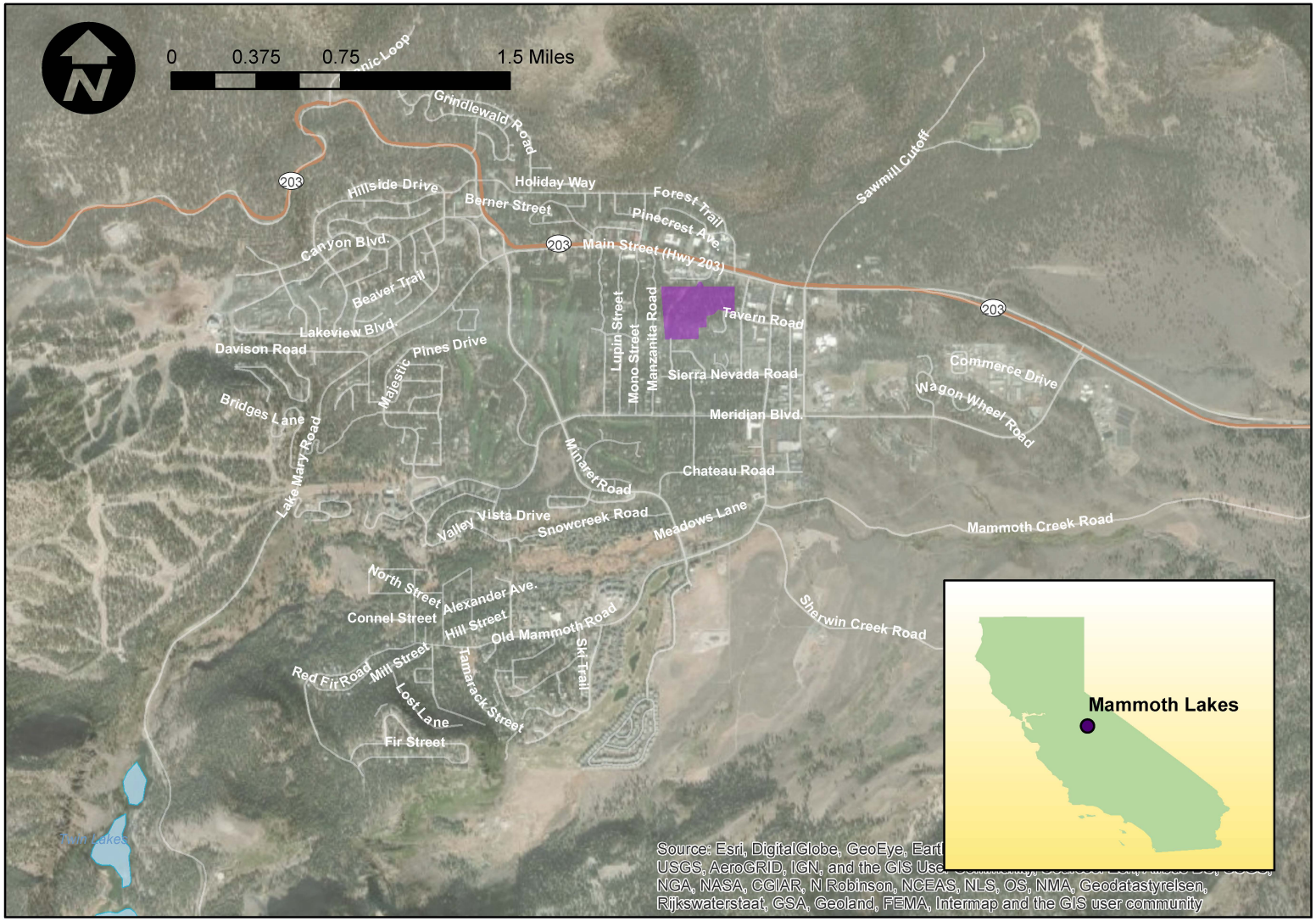
1. Main Street (State Route 203)/Center Street
2. Laurel Mountain Road/Tavern Road
3. Old Mammoth Road/Tavern Road
4. Azimuth Drive/Meridian Boulevard
5. Site Driveway/Center Street

Per current Town practice, the analysis period is the winter PM peak hour. As documented in the 2016 General Plan traffic analysis, the winter peak hour volumes are higher than the summer peak-hour volumes.

This analysis considers the following scenarios:

1. Existing Traffic Conditions and Existing Roadway Network without The Parcel
2. Existing Traffic Conditions with project buildout and access via Center Street and Tavern Road
3. Existing Traffic Conditions with project buildout and access via Center Street, Tavern Road and Chaparral Road
4. Future Cumulative (General Plan Buildout) with the project buildout and access via Center Street and Tavern Road
5. Future Cumulative (General Plan Buildout) with project buildout and access via Center Street, Tavern Road and Chaparral Road

Figure 1
The Parcel CEQA Analysis-
Site and Location Map



ROADWAY NETWORK

Existing Roadway Network

The major access to Mammoth Lakes is State Route (SR) 203, which intersects US Highway 395 just east of the Town limits. SR 203, also named Main Street in the vicinity of the site, is a four-lane minor arterial road from US 395 through the majority of the developed portion of the Town. SR 203 narrows to two lanes north of the intersection of Main Street and Minaret Road. The highway continues from the developed area of the Town to the Mammoth Mountain Ski Area. Portions of SR 203 are augmented by frontage roads. The Mammoth Scenic Loop, a two-lane road off of SR 203, provides secondary access to Mammoth Lakes from US 395 to the north.

The following roadway classifications are used in the Town:

Arterials: Major streets, which are two to four lanes, augmented with turning lanes and controlled intersections, carrying high volumes of traffic to and from local and collector streets. Arterial roadways in the study area include the following:

- Main Street (SR 203)
- Meridian Boulevard
- Old Mammoth Road

Collectors: Two-lane streets for traffic moving between arterial and local streets augmented at intersections, which provide access for major land use areas. Collector streets in the study area include the following:

- Tavern Road
- Laurel Mountain Road

Local Streets: Public and private two-lane streets that provide direct access to residential properties and provide access from residential areas to collector or arterial streets.

- Center Street
- Azimuth Drive

At present, all the roadways in the study area provide one through lane in each direction with the exception of the following roadways that provide two through lanes in each direction:

- Main Street
- The following portions of Meridian Boulevard:
  - Westbound traffic from Sierra Park Road to Old Mammoth Road
  - Eastbound traffic from west of Old Mammoth Road to Sierra Park Road

Existing Traffic Volumes and Trends

Traffic volumes throughout the Town of Mammoth Lakes vary greatly by time of day, day of week and by season. While daily traffic volumes in Mammoth Lakes are sometimes the highest in the summer months, the highest peak-hour volumes are typically experienced on winter Saturdays, during the afternoon hours when skiers “download” from the Mammoth Mountain Ski Area. Particularly in areas with these high variations in traffic levels, it is important to decide what hourly traffic volumes should be used as the basis of design. To avoid the development of facilities that are only needed a relatively few days per year, the traffic engineering profession has adopted a standard procedure of basing roadway design on volumes slightly below the absolute peak volumes. For this reason, the Town of Mammoth Lakes has focused its design policies on a peak hour on a typical winter Saturday rather than the highest winter peak hour.

As the timing of this study does not allow for new intersection volume counts, existing year traffic volumes for the study intersections are collect from past studies. Using data found in the *Mammoth Mobility Element Transportation Impact Analysis* (LSC, 2016), turning movement volumes for most of the study intersections can be found. These volumes represent 2015 conditions and were factored upward to 2020 levels using Caltrans traffic data. Caltrans publishes annual volumes along Main Street (SR203). Comparing the available data (2013-2018) a growth trend of the last five years was calculated to be 0.33% per year. This growth rate was applied to arterial streets. A set of 2020 winter no project volumes can be found in Table 1 and are shown in Figure 2.

Table 1: The Parcel Buildout - Existing and Existing-Plus-Project Peak-Hour Intersection Volumes

Intersection		Northbound			Southbound			Eastbound			Westbound			Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Project Volumes														
Main Street	Center Street	27	5	56	27	0	21	61	884	66	31	582	40	1800
Laurel Mountain Rd	Tavern Road	2	40	10	36	60	10	5	5	2	30	8	31	239
Old Mammoth Road	Tavern Road	32	411	11	16	689	27	11	5	27	5	5	27	1266
Meridian Blvd	Azimuth Dr	116	30	80	23	55	38	74	734	175	92	438	23	1878
Center Street	Site Driveway	0	0	0	0	0	0	0	25	0	0	25	0	50
Project Net Impact Volumes														
Main Street	Center Street	25	2	3	0	2	0	0	0	48	3	16	0	99
Laurel Mountain Rd	Tavern Road	3	0	0	0	0	10	19	54	3	0	59	0	148
Old Mammoth Road	Tavern Road	41	0	0	0	0	16	19	1	34	0	2	0	113
Meridian Blvd	Azimuth Dr	0	0	0	0	0	4	5	0	0	0	0	21	30
Center Street	Site Driveway	0	0	42	0	0	0	0	0	0	67	0	0	109
Existing Plus Project Volumes														
Main Street	Center Street	52	7	59	27	2	21	61	884	114	34	598	40	1899
Laurel Mountain Rd	Tavern Road	5	40	10	36	60	20	24	59	5	30	67	31	387
Old Mammoth Road	Tavern Road	73	411	11	16	689	43	30	6	61	5	7	27	1379
Meridian Blvd	Azimuth	116	30	80	23	55	42	79	734	175	92	438	44	1908
Center Street	Site Driveway	0	0	42	0	0	0	0	25	0	67	25	0	159

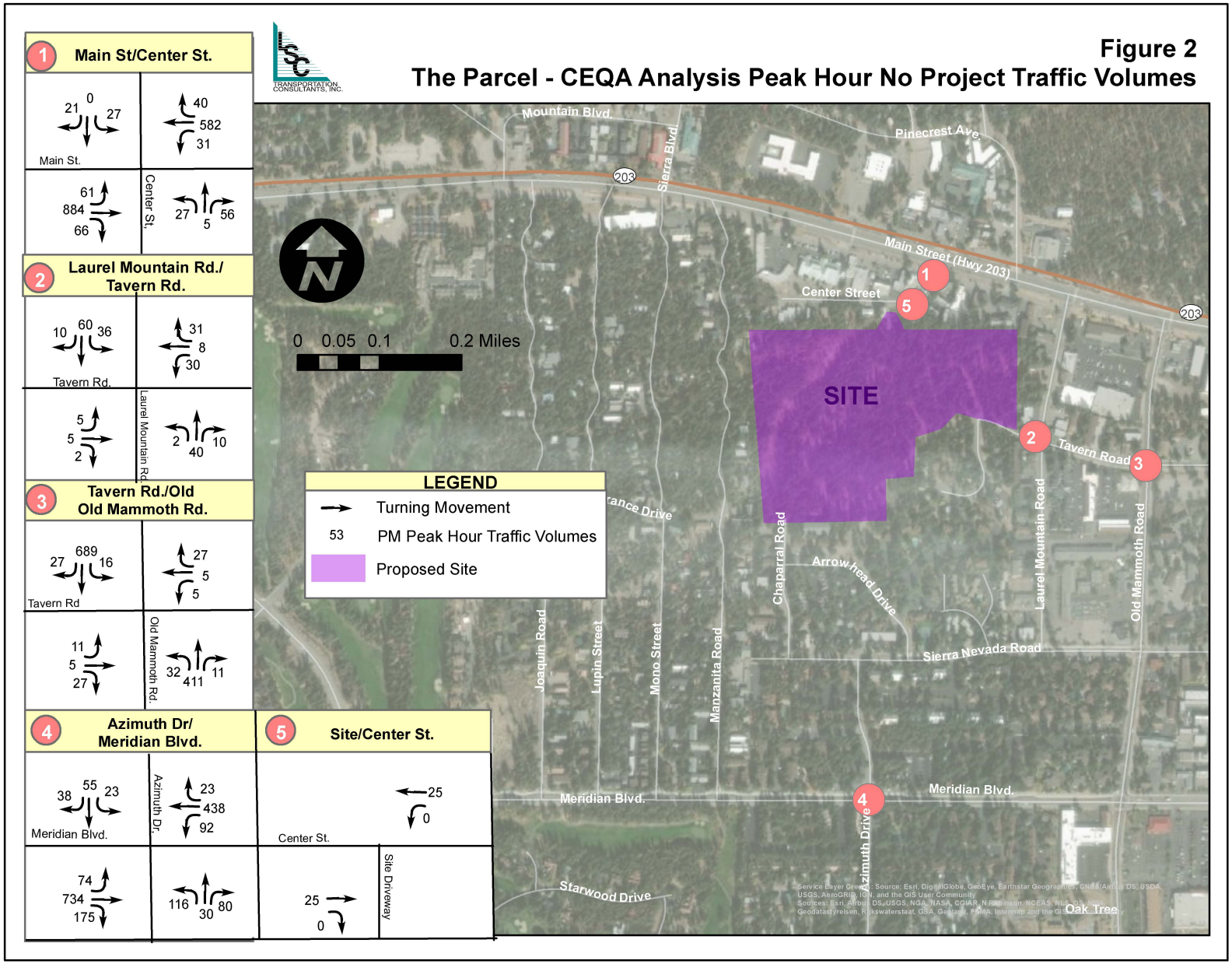
Source: LSC Transportation Consultants INC.

Level of Service

The concept of Level Of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A Level of Service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of roadway facility. They are given letter designations, from LOS A (less than 10 seconds of average delay at an unsignalized intersection) through LOS F (more than 50 seconds of average delay).

LOS and traffic queuing conditions are evaluated at the study intersections in the study area. First, the applicable intersection LOS standards are described. Next, the LOS methodology is discussed, and the LOS analysis is summarized for each study scenario. The intersection queuing analysis is summarized.

Figure 2
The Parcel - CEQA Analysis Peak Hour No Project Traffic Volumes



Level of Service Standards

The *Town of Mammoth Lakes General Plan Transportation Element*, adopted in 2016, currently contains the following Policy:

> *Policy 1.7: Establish and maintain a Level of Service D or better on a typical winter Saturday peak hour for signalized intersections and for primary through movements for unsignalized intersections along arterial and collector roads. This standard is expressly not applied to absolute peak conditions, as it would result in construction of roadway improvements that are warranted only a limited number of days per year and that would unduly impact pedestrian and visual conditions.*

For unsignalized intersections, in order to avoid the identification of a LOS failure for intersections that result in only a few vehicles experiencing a delay greater than 50 seconds (such as at a driveway serving a few homes that accesses onto a busy street), a LOS deficiency is *not* identified for all intersections with approach LOS E or F. Instead, a LOS deficiency is only identified if an individual minor street movement operates at LOS E or F *and* total minor approach delay exceeds four vehicle hours for a single lane approach and five vehicle hours for a multi-lane approach. In other words, a deficiency is found to occur if the average number of vehicles queued over the peak-hour exceeds four at a single-lane approach or exceeds five at a multi-lane approach.

Existing Level of Service (LOS)

The existing LOS was evaluated at all study intersections for winter Saturday PM peak hour conditions. LOS delays were calculated using Synchro 10 software using the Highway Capacity Manual (HCM) methodologies. The LOS results can be found in Table 2.

Table 2: The Parcel Buildout Existing Intersection LOS Summary

Winter Saturday PM Peak Hour

			Scenario			
			Existing No Project		Existing Plus Project	
Intersection	Control Type	LOS Threshold	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Main Street/Center Street	TWSC	D	23.4	C	37.0	E
Laurel Mountain Rd/Tavern Rd	TWSC	D	10.1	B	11.5	B
Old Mammoth Rd/Tavern Rd	TWSC	D	25.8	D	48.0	E
Meridian Blvd/Azimuth	TWSC	D	**OVF**	**F**	**OVF**	**F**
Center St/Center Place	TWSC	D	0.0	A	8.6	A

BOLD text indicates that LOS standard is exceeded. LOS Exceedance = LOS E or worse with more than 4.0 vehicle-hours of delay on worst movement

OVF = Overflow. Overflow indicates a delay greater than 200 seconds per vehicle, which cannot be accurately calculated using HCM methodology.

TWSC = Two-Way Stop-Control

NOTE 1: Level of service for signalized intersections is reported for the total intersection.

NOTE 2: Level of service for unsignalized intersections is reported for the worst movement.

Source: LSC Transportation Consultants, Inc.

In the existing condition, all intersections meet the LOS standard with the exception of the intersection of Azimuth Drive and Meridian Boulevard. The northbound and southbound approaches of Azimuth Drive fail and are reported as "overflow". Overflow indicates a delay great than 200 seconds per vehicle, which cannot be accurately calculated using the HCM methodology. Assuming that the northbound approach (worst approach) operates with a delay of 200 seconds per vehicle, the northbound approach would exceed 4 vehicle hours of delay and thus not meet standards in its current state. Synchro LOS reports are attached in Appendix A.

EXISTING BICYCLE & PEDESTRIAN FACILITIES

In the vicinity of The Parcel, full sidewalks are currently provided along Main Street (north side), Laurel Mountain Road (east side north of Tavern Road) and Tavern Road east of Laurel Mountain Road. There are partial sidewalks along Center Street, and Tavern Road west of Laurel Mountain Road or Chaparral Road. The 2016 *Mammoth Lakes Mobility Plan* identifies future pedestrian facilities along the south side of Main Street and the full extend to Laurel Mountain Road, as well as on Tavern Road west of Laurel Mountain Road. A connection west from The Parcel to Manzanita Road is also identified.

Class I multipurpose bike/pedestrian trails are provided along both sides of Main Street east of Laurel Mountain Road. Existing Class II bike lanes are provided along Main Street and along Tavern Road east of Laurel Mountain Road. Per the 2016 *Mammoth Lakes Mobility Plan*, Class II bike lanes are planned for Laurel Mountain Road, while sharrows are painted along Old Mammoth Road.

EXISTING TRANSIT SERVICES

Transit services in Mammoth Lakes are provided by the Eastern Sierra Transit Authority. All routes within Mammoth Lake are free to the rider. Services vary by season, as follows:

- **Year-round,** the Purple Line provides local service every half hour from 7 AM to 6 PM, serving the area between the downtown (Von's) area and Cerro Coso College on the east and the Village area on the west. The closest stop to The Parcel site is along Old Mammoth Road between Tavern Road and Main Street, roughly a quarter mile (5 minute) walk. General Public Dial-A-Ride service is also provided year-round during similar hours.

- **Summer**, service is augmented by the Town Trolley. Service is provided every 20 minutes from 7 AM to 10 PM, extending every 30 minutes until Midnight Sundays through Thursdays and until 2 AM on Fridays and Saturdays. This route extends from Snowcreek and Juniper Springs to the south, north Old Mammoth Road and west along Main Street to the Village and the Canyon Lodge. The closest stops to The Parcel site are located along Main Street near the Post Office driveway to the west of Center Street and near the Forest Trail intersection to the east, which are a 4 to 5 minute walk.

- **Winter** service is most extensive, adding five additional routes throughout Mammoth Lakes. Most important to The Parcel is the Red Line, which provide service every 20 minutes along Main Street as part of the route from Snowcreek on the south and the Main Lodge to the northwest from 7:00 AM to 5:30 PM. This route operates every 20 minutes during typical winter conditions, with additional trips as needed to meet passenger loads. The closest stops are along Center Street near the Outlet Mall and Fun Shop (a 4 to 5 minute walk). The trolley service in winter is provided in the evenings only, with departures every 20 minutes from 5:40 PM to Midnight, extending on Fridays and Saturday until 2:00 AM every half hour.

In summary, The Parcel is currently served by public transit, as stops are available within a five-minute walk time. Good service is provided in the spring and fall daytime hours, though there is no evening service

during these seasons. Transit service is more convenient in the summer and winter seasons, with up to five buses per hour in each direction and service extending until Midnight on weekdays and 2 AM on weekends.

TRIP GENERATION

Trip generation analysis is the process by which transportation analysts identify the number of vehicle-trips that a specific proposed land use plan would add to local roadways. Daily and peak-hour trip generation of the proposed project site is analyzed. The Institute of Transportation Engineers' (ITE) *Trip Generation (10th edition 2020)* manual contains trip generation rates for various multi-family dwelling units. The multi-family housing (ITE Code 220) rate for was selected for the proposed project. Though an affordable-housing land use rate (ITE code 223) is available, it is not recommended for use since it is based on only two studies. The trip generation analysis can be found in Table 3.

TABLE 3: The Parcel Buildout Trip Generation

Analysis Period	Land Use	ITE Code	Quantity	Units	Trip Generation Rates[1] Daily	Peak Hour In	Peak Hour Out	Peak Hour Total	Reduction for External Non-Auto Trips	Project Generated Vehicle Trips at Site Access Daily	Peak Hour In	Peak Hour Out	Peak Hour Total
Saturday Peak Hour	Multi-Family Low Rise Residential	220	580	DU	8.14	0.38	0.32	0.70	25%	3,541	164	140	304
Weekday - PM Peak Hr	Multi-Family Low Rise Residential	220	580	DU	7.32	0.35	0.21	0.56	25%	3,184	153	90	243
Weekday - AM Peak Hr	Multi-Family Low Rise Residential	220	580	DU	7.32	0.11	0.35	0.46	25%	3,184	46	154	200

NOTE 1: Trip generation rates are based on Trip Generation, 10th Edition + Supplement (ITE, 2020).

Source: LSC Transportation Consultants INC.

The ITE Trip Generation multi-family land use (ITE Code 220) includes trip rates for different periods including weekday AM peak-hour, weekday PM peak-hour, Saturday peak hour, as well as daily rates for weekday and Saturday. Table 3 compares the various rates and resulting vehicle trips generated. While the Saturday peak hour data does not specify AM or PM peak hour, it can be assumed to reflect PM peak-hour conditions, as the inbound trips are greater than the outbound trips.

To ensure that traffic forecasts are conservatively high, trip generation was calculated for each of these three peak-hours and two days. As shown in Table 3, both peak-hour and daily trip generation rates were found to be higher on Saturday, with the peak-hour rate 25 percent higher and the daily rate 11 percent higher. The remainder of this analysis therefore focuses on the Saturday trip generation.

Some of the trips made to and from The Parcel will be made via non-auto modes. The project site's close proximity to local stores and schools, a proposed bus stop located within the project site, and the well-developed local transit system all contribute to an increase of non-auto travel opportunities. Using the 2018 United States Census data for Mammoth Lakes, "Commute Characteristics" as a basis, a 25% reduction of vehicles trips was applied for the proposed project to reflect expected non-auto travel. In summary, buildout of The Parcel is expected to generate up to 3,541 total daily trips and 304 trips (164 entering, 140 exiting) in the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of traffic arriving and departing the project is estimated based on data from the Town of Mammoth Lakes TransCAD traffic model used in the *Mammoth Mobility Element Transportation Impact Analysis* (2016, LSC). The vehicle trip origins and destinations of a nearby residential Traffic Analysis Zone (TAZ) near the project site were evaluated and combined to reflect the patterns to the roadways external to the study area. As the distribution percentage of inbound and outbound trips where nearly identical, they were averaged and only one set of distribution percentage was used. The project generated trip distribution areas and percentage can be seen in Table 4. Overall, this distribution reflects a concentration of travel to/from the east of the site, as a result of the concentration of employment, shopping and other tip attractors in that area.

TABLE 4: The Parcel - Trip Distribution

Origin / Destination	Percent of External Trips
US 395	2%
Mammoth Ski Resort-Main/North Lodge	23%
Meridian Blvd West	3%
Main St Commercial	16%
Vons - Commercial Area	19%
Tavern Rd Commercial	28%
Old Mammoth South of Vons	6%
Commerce Drive Area	3%
Total	*100%*

Source: LSC Transportation Consultants, Inc.

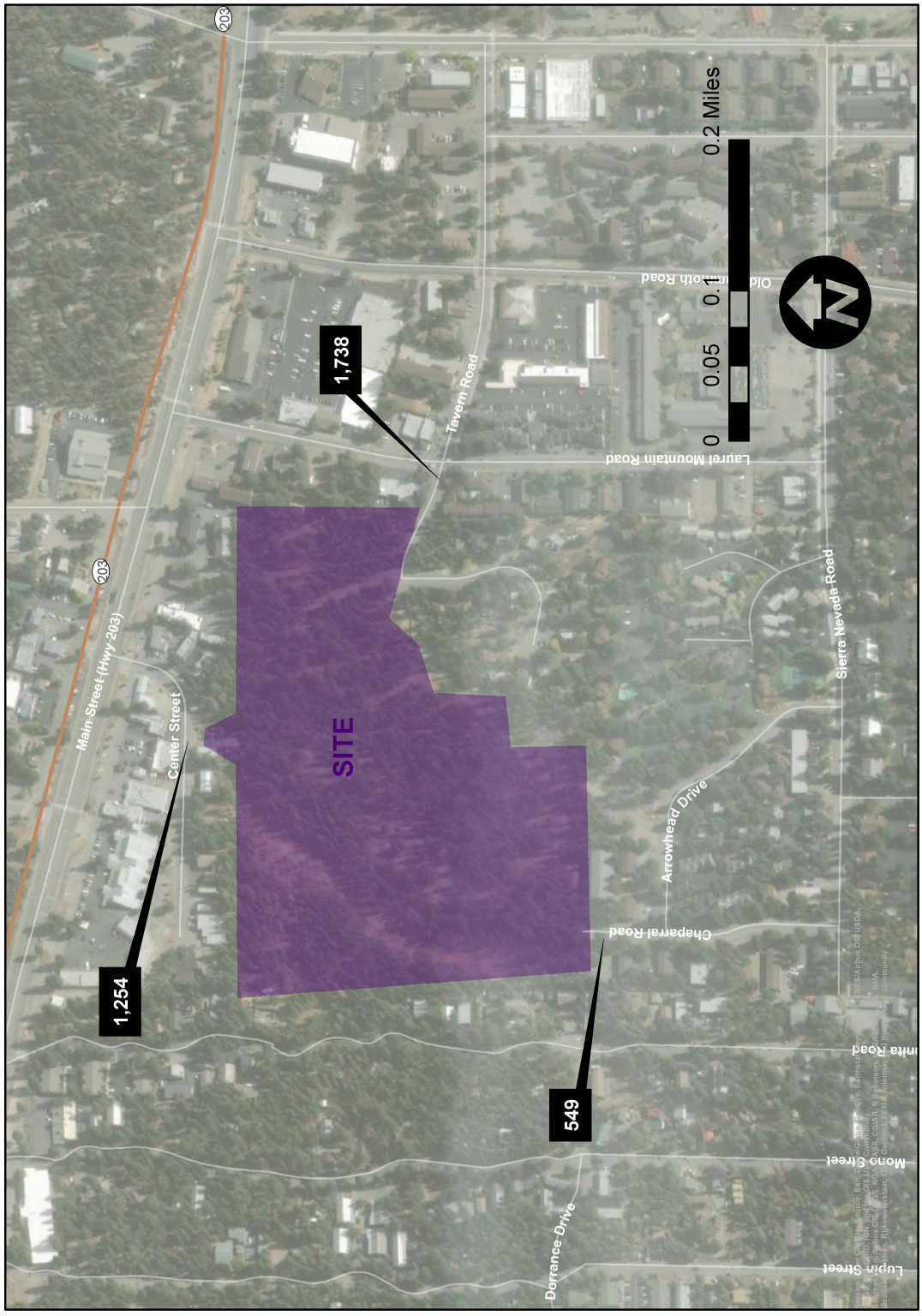
Vehicle trip assignment were made using Dowling Associates INC's Traffix Software. Likely travel routes of project generated vehicles are pathed in the Traffix software. If several potential paths to and from the same destination are possible and likely, more than one path is generated, and a percentage of travel is applied to each based on travel time and estimated likelihood of use. The study assumes that the project will have three access points (Center Street, Tavern Road and Chaparral Road) by the time build out of the proposed project occurs. The resulting trip assignment can be found in Table 1 under project net impact.

In addition to the trips generated by the new The Parcel land uses, there is also the potential for the new roadway connections through the site to be used by existing motorists that find them to be a more convenient route. For example, residents of the homes along Shady Rest Road may find the Tavern-to-Center route to be more convenient to access Main Street to the west than the existing route via Laurel Mountain Road. However, a review of relative travel times indicates that the number of these potential trips would be very limited. As a result, this is not considered further.

EXISTING PLUS PROJECT CONDITIONS

The "Existing Plus Project" conditions reflect what would be the result if the buildout of the project were to be in place today. Adding the project net impact volumes to the existing no project volumes yields the existing plus project volume set found in Table 1 and Figure 3. These volumes were used to calculate LOS

Figure 3
Daily Through Volumes on Residential Streets Near the Parcel



delays with Synchro 10 software using the Highway Capacity Manual (HCM) methodologies. The LOS results for the existing with project volumes can be found in Table 2. As shown, LOS would change as follows:

- The Main Street/Center Street intersection would degrade from LOS C to LOS E. The vehicle-hours of delay would increase from 0.6 to 1.2. However, this still attains LOS standards as the LOS E movement does not exceed 4 hours of vehicle delays.

- The Old Mammoth Road/Tavern Road intersection would degrade from LOS D to LOS E, with the vehicle-hours of delay increasing from 0.3 to 1.3. Again, as the vehicle-hours of delay do not exceed 4, this intersection still attains the LOS standard.

LOS would remain unchanged for the other study intersection. The Meridian Boulevard/Azimuth Drive intersection would remain at LOS F.

In the existing plus project condition, all intersections meet the LOS standard except for Azimuth Drive and Meridian Boulevard. The additional vehicle-trips added by the proposed project (30 vehicles per hour) would largely consist of westbound right volumes, which do not conflict with the worst movements (southbound left and northbound left). This indicates that the proposed project would not significantly impact this condition.

Total Daily Project Volumes on Access Roads

While traffic operations are based on peak-hour conditions, it is also useful to identify the daily traffic volume using the various access points. The total number of additional vehicles, as a result of the project, traveling on the access roadway has been estimated and presented in Table 5 and Figure 4. The greatest daily volume would be on Tavern Road, with 1,738 daily one-way vehicle-trips (total of both direction).

Table 5: Daily Vehicle-Trips Generated by The Parcel on Access Streets

Street	Between		Daily 1-Way Vehicle-Trips (Total of Both Directions)
3 Access Points - Center St, Tavern Rd and Chaparral Rd			
Center St	Site Access	Frontage Rd	1,254
Tavern Rd	Shady Rest Rd	Laurel Mt Rd	1,738
Chaparral	Site Access	Arrowhead Dr	549

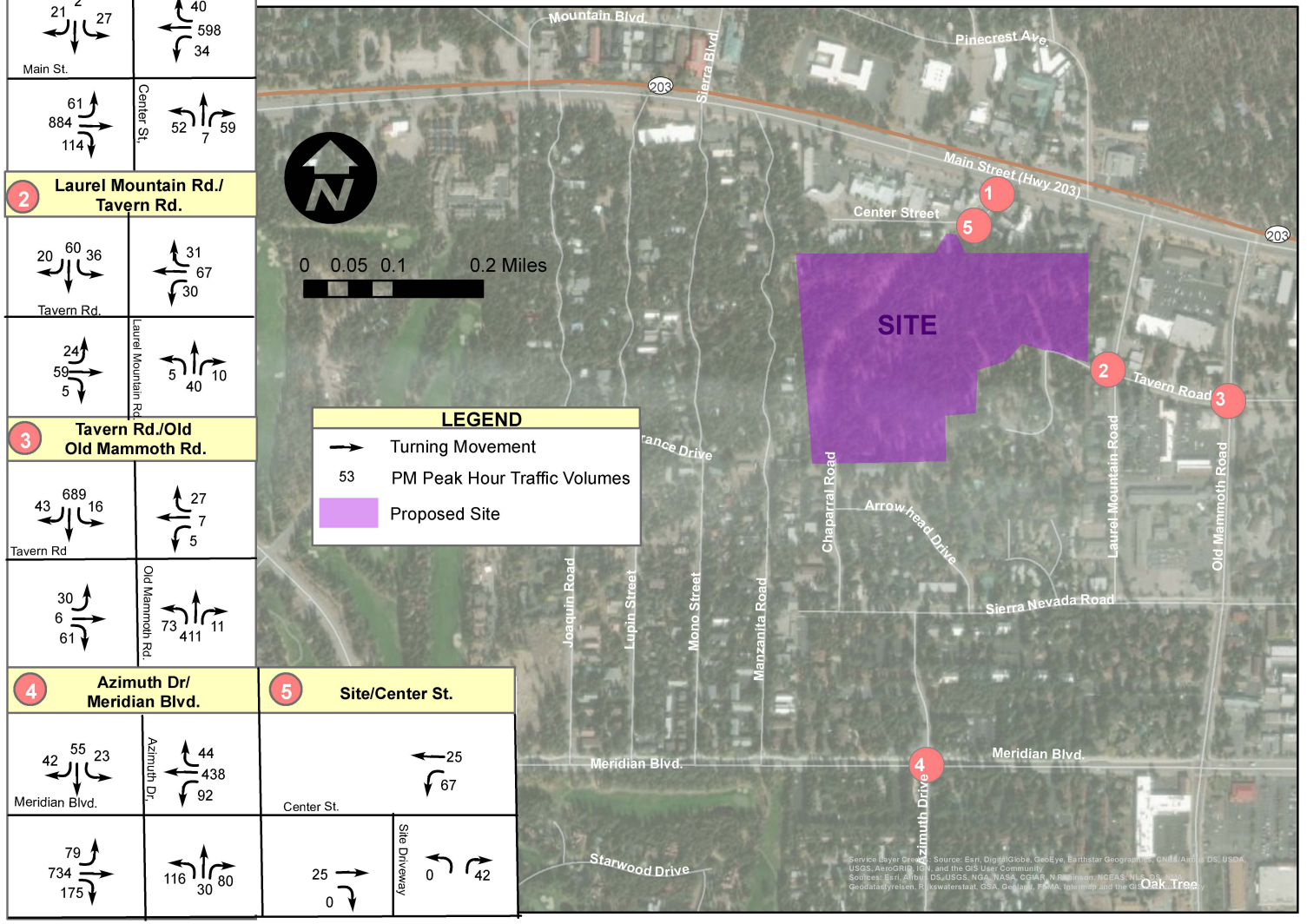
Source: LSC Transportation Consultants INC.

FUTURE PLUS PROJECT CONDITIONS

Traffic Volumes

The Town of Mammoth Lakes, with the assistance of Kimley-Horn and Associates, Inc., is currently developing a new traffic model to forecast traffic growth. While this model does not provide turning

Figure 4
The Parcel - CEQA Analysis Peak Hour Plus Project Traffic Volumes



movement volumes, it is available to provide roadway directional link volumes. Existing and future link volumes were obtained from Kimley-Horn. The traffic volumes associated with the proposed project were first removed from the future volume set. Next, the percent of growth at the study intersections were calculated by comparing the difference in link volumes between the existing and future (minus assume project volumes). Growth percentages were calculated for each leg of the study intersection. The growth percentage were then applied to the existing no project volume set to create a set of future no-project volumes. The project net impact volumes are added to the future no-project volumes for a set of future plus project volume set. These volumes can be found in Table 6 and Figure 5.

Table 6: The Parcel Buildout - Future-No-Project and Future-Plus-Project Peak-Hour Intersection Volumes

		Peak-Hour Turning Movement Volume												
		Northbound			Southbound			Eastbound			Westbound			
Intersection		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Future No Project Volumes														
Main Street	Center Street	27	5	56	27	0	21	61	994	66	31	615	40	1943
Laurel Mountain Rd	Tavern Road	3	53	11	39	84	10	5	5	2	30	8	33	283
Old Mammoth Road	Tavern Road	37	431	13	19	743	29	12	6	30	5	5	27	1357
Meridian Blvd	Azimuth Dr	116	30	80	23	55	38	74	897	175	92	498	23	2101
Center Street	Site Driveway	0	0	0	0	0	0	0	25	0	0	25	0	50
Future Plus Project Volumes														
Main Street	Center Street	52	7	59	27	2	21	61	994	114	34	631	40	2042
Laurel Mountain Rd	Tavern Road	6	53	11	39	84	20	24	59	5	30	67	33	431
Old Mammoth Road	Tavern Road	78	431	13	19	743	45	31	7	64	5	7	27	1470
Meridian Blvd	Azimuth Dr	116	30	80	23	55	42	79	897	175	92	498	44	2131
Center Street	Site Driveway	0	0	42	0	0	0	0	25	0	67	25	0	159

Source: LSC Transportation Consultants INC.

Level of Service

In the future and future plus project condition, all intersections meet the LOS standard, except for Azimuth Drive and Meridian Boulevard as shown in Table 7. In addition to the Meridian/Azimuth intersection (which already operates at LOS F in peak conditions), two additional intersection would have LOS F conditions with delays exceeding 50 seconds:

- The Main Street/Center Street intersection would have an average delay of 52.1 second in the shared northbound direction. However, the total hours of delay (1.7) is less than the standard of 4 vehicle hours of delay, thereby meeting Town standards.

- The Old Mammoth Rd/Tavern Rd would have an average delay of 69.8 seconds on the shared eastbound movement. At 2.0 vehicle-hours of delay, it also meets the Town standards.

Figure 5
The Parcel - CEQA Analysis Peak Hour
Future Plus Project Traffic Volumes

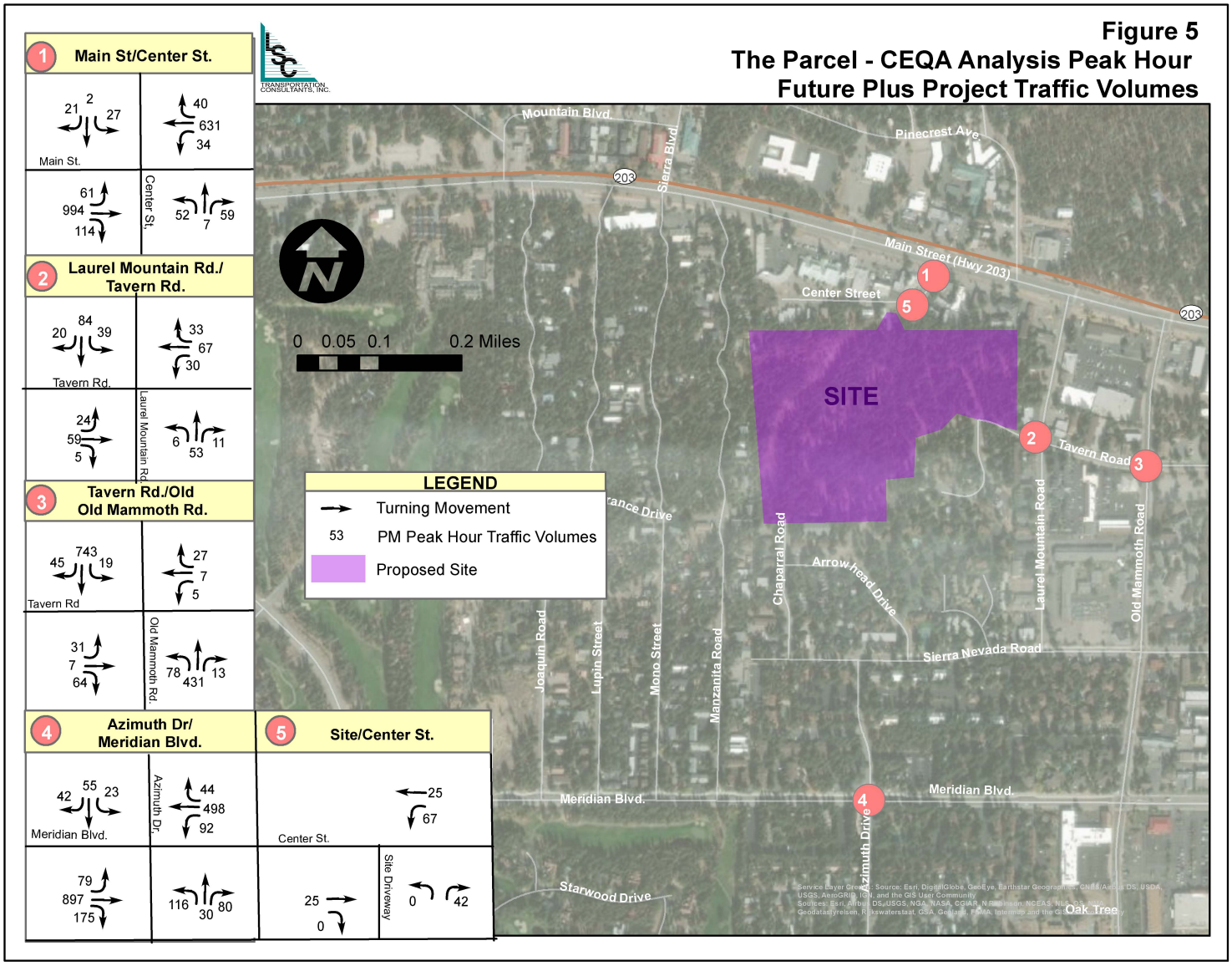


Table 7: The Parcel Buildout Future Intersection LOS Summary

Winter Saturday PM Peak Hour

Intersection	Control Type	LOS Threshold	Scenario			
			Future No Project		Future Plus Project	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Main Street/Center Street	TWSC	D	28.5	D	52.1	F
Laurel Mountain Rd/Tavern Rd	TWSC	D	10.5	B	12.1	B
Old Mammoth Rd/Tavern Rd	TWSC	D	30.8	D	69.8	F
Meridian Blvd/Azimuth	TWSC	D	**OVF**	**F**	**OVF**	**F**
Center St/Center Place	TWSC	D	0.0	A	8.6	A

BOLD text indicates that LOS standard is exceeded. LOS Exceedance = LOS E or worse with more than 4.0 vehicle-hours of delay on worst movement

OVF = Overflow. Overflow indicates a delay greater than 200 seconds per vehicle, which cannot be accurately calculated using HCM methodology.

TWSC = Two-Way Stop-Control; AWSC = All-Way Stop-Control

NOTE 1: Level of service for signalized intersections is reported for the total intersection.

NOTE 2: Level of service for roundabouts and other unsignalized intersections is reported for the worst movement.

Source: LSC Transportation Consultants, Inc.

TRAFFIC QUEUING AND SAFETY IMPACTS

Traffic queuing can result in potential safety-related impacts. For example, a queue that blocks access into a side street or driveway can result in vehicles stopping in a travel lane. If this is combined with high speeds, limited driver sight distance or other factors, this can result in an increased potential for crashes. The 95th-percentile queue length is equal to the length calculated to have only a 5 percent chance of being exceeded in the peak traffic hour and is used by transportation analysts to assess queuing conditions. The 95th-percentile traffic queue lengths were reviewed at the study intersections, in order to identify locations where the queues could potentially interfere with operations at adjacent driveways or intersections. This analysis is shown in Table 8.

Potential queueing issues arise at two locations during existing no project conditions:

1. Main Street (State Route 203)/ Center Street – The proposed project would increase the northbound queue length. Rounding up to the nearest whole vehicle, the queue lengths are calculated as follows:

   - Existing No Project – 2 vehicles
   - Existing Plus project – 3 vehicles
   - Future No Project – 2 vehicles
   - Future Plus Project – 4 vehicles

   Due to the close proximity of the frontage road to Main Street, there is approximately 50 feet (two car lengths) available before the northbound queue blocks eastbound movements from Center Street into the frontage road to the east. With buildout of the proposed project, this queue would block southbound left turn movements. This has the potential to form a southbound queue back into the eastbound Main Street curb lane (particularly if snowbanks limit

Table 8: The Parcel Buildout Traffic Queue Summary

Note: All queue lengths are 95th percentile.

Scenario	Movement	Center St & Main Street/SR 203				Laurel Mountain Rd & Tavern Rd				Old Mammoth Rd & Tavern Rd				Azimuth Dr & Meridian Blvd				Center St & Center Place			
		# Lanes/ Config	Queue (Vehicles)	Queue (Feet)	Applicable Storage (Feet)	# Lanes/ Config	Queue (Vehicles)	Queue (Feet)	Applicable Storage (Feet)	# Lanes/ Config	Queue (Vehicles)	Queue (Feet)	Applicable Storage (Feet)	# Lanes/ Config	Queue (Vehicles)	Queue (Feet)	Applicable Storage (Feet)	# Lanes/ Config	Queue (Vehicles)	Queue (Feet)	Applicable Storage (Feet)
Existing No Project	NBL	Shared		0		Shared	0.0	0	1000	1	0.1	3	200	Shared		0		1		0	
	NBT	1	1.4	**35**	50	1		0		1		0	50	1	21.8	**545**	230	--		0	
	NBR	Shared		0		Shared		0		Shared		0	890	1	1.0	25		Shared		0	
	SBL	Shared		0		Shared	0.1	3		1	0.0	0	50	Shared		0		--		0	
	SBT	1	0.6	15	45	1		0	670	1		0	650	1	8.8	220	320	--		0	
	SBR	Shared		0		Shared		0		Shared		0		1	0.2	5		--		0	
	EBL	Shared	0.2	5	400	Shared		0		Shared		0		1	0.2	5	560	--		0	
	EBT	2		0		1	0.1	3	500	1	0.8	20	345	1		0		1		0	450
	EBR	Shared		0		Shared		0		Shared		0		Shared		0		Shared		0	
	WBL	Shared	0.2	5	350	Shared		0		Shared		0		1	0.5	13	110	Shared	0.0	0	260
	WBT	2		0		1	0.3	8	280	1	0.5	13	500	1		0		1		0	
	WBR	Shared		0		Shared		0		Shared		0		1		0		--		0	
Existing Plus Project	NBL	Shared		0		Shared	0.0	0	1000	1	0.3	8	200	Shared		0		1	0.1	3	
	NBT	1	2.9	**73**	30	1		0		1		0	50	1	22.3	**558**	230	--		0	
	NBR	Shared		0		Shared		0		Shared		0	890	1	1.0	25		Shared		0	
	SBL	Shared		0		Shared	0.1	3		1	0.0	0	50	Shared		0		--		0	
	SBT	1	0.7	18	30	1		0	670	1		0	650	1	9.0	225	320	--		0	
	SBR	Shared		0		Shared		0		Shared		0		1	0.3	8		--		0	
	EBL	Shared	0.2	5	400	Shared		0		Shared		0		1	0.2	5	560	--		0	
	EBT	2		0		1	0.5	13	500	1	3.1	78	345	1		0		1		0	450
	EBR	Shared		0		Shared		0		Shared		0		Shared		0		Shared		0	
	WBL	Shared	0.2	5	350	Shared		0		Shared		0		1	0.5	13	110	Shared	0.1	3	260
	WBT	2		0		1	0.7	18	280	1	0.6	15	500	1		0		1		0	
	WBR	Shared		0		Shared		0		Shared		0		1		0		--		0	
Future No Project	NBL	Shared		0		Shared	0.0	0	1000	1	0.2	5	200	Shared		0		1		0	
	NBT	1	1.7	**43**	30	1		0		1		0	50	1	21.8	**545**	230	--		0	
	NBR	Shared		0		Shared		0		Shared		0	890	1	1.4	35		Shared		0	
	SBL	Shared		0		Shared	0.1	3		1	0.1	3	50	Shared		0		--		0	
	SBT	1	0.7	18	30	1		0	670	1		0	650	1	10.9	273	320	--		0	
	SBR	Shared		0		Shared		0		Shared		0		1	0.2	5		--		0	
	EBL	Shared	0.2	5	400	Shared		0		Shared		0		1	0.3	8	560	--		0	
	EBT	2		0		1	0.1	3	500	1	1.1	28	345	1		0		1		0	450
	EBR	Shared		0		Shared		0		Shared		0		Shared		0		Shared		0	
	WBL	Shared	0.2	5	350	Shared		0		Shared		0		1	0.6	15	110	Shared	0.0	0	260
	WBT	2		0		1	0.3	8	280	1	0.5	13	500	1		0		1		0	
	WBR	Shared		0		Shared		0		Shared		0		1		0		--		0	
Future Plus Project	NBL	Shared		0		Shared	0.0	0	1000	1	0.4	10	200	Shared		0		1	0.1	3	
	NBT	1	3.9	**98**	30	1		0		1		0	50	1	22.3	**558**	230	--		0	
	NBR	Shared		0		Shared		0		Shared		0	890	1	1.4	35		Shared		0	
	SBL	Shared		0		Shared	0.1	3		1	0.1	3	50	Shared		0		--		0	
	SBT	1	0.9	23	30	1		0	670	1		0	650	1	11.0	275	320	--		0	
	SBR	Shared		0		Shared		0		Shared		0		1	0.2	5		--		0	
	EBL	Shared	0.2	5	400	Shared		0		Shared		0		1	0.3	8	560	--		0	
	EBT	2		0		1	0.6	15	500	1	4.2	105	345	1		0		1		0	450
	EBR	Shared		0		Shared		0		Shared		0		Shared		0		Shared		0	
	WBL	Shared	0.2	5	350	Shared		0		Shared		0		1	0.6	15	110	Shared	0.1	3	260
	WBT	2		0		1	0.8	20	280	1	0.8	20	500	1		0		1		0	
	WBR	Shared		0		Shared		0		Shared		0		1		0		--		0	

Note: Queue length are based on LOS delays. Large furture and future plus project overflow conditions at northbound Azimuth do not allow queue length calcs. Reported numbers are esitmated.

Source: LSC Transportation Consultants, Inc.

drivers making southbound through or right turn movement at the frontage road from passing to the right of the southbound left turning vehicle). Stopped vehicles on the state highway has the potential to be a safety concern.

A potential means of addressing this issue is to sign a "Do Not Block" box in the northbound lane of the Center/Frontage intersection, (*California Manual On Uniform Traffic Control Devices* R10-7).

2. Azimuth Drive/Meridian Boulevard – The calculated queue lengths for existing no project conditions exceed the distance on the south leg between Meridian Boulevard and the first driveway at the Horizons and Sunshine Village Condominiums. However, the proposed project does not significantly change this queue length.

IMPACT ON BICYCLE AND PEDESTRIAN CONDITIONS

Need for New Facilities

The Parcel site is located within a convenient bicycle/walk distance to many trip destinations, including the Vons plaza (0.6 miles), the high school (0.6 miles), the elementary school (1.0 mile) and the Post Office (0.2 miles), as well as many of the larger employers. As described above, there are existing bicycle and pedestrian facilities available for these trips, except for the roadways immediately adjacent to the site. However, the Project Description for The Parcel development indicates that sidewalks and/or Multi-Use Paths (MUPs) will be provided on Tavern Road between the Parcel and Laurel Mountain Road and on Center Street between The Parcel and Main Street. A connection (presumably available to both cyclists and pedestrians) is also provided to Manzanita Road to the west. Sidewalks and MUPs will also be provided within The Parcel. Given the proximity and available facilities, bicycle and pedestrian activity generated by the site (particularly in summer) is expected to be about 10 percent of all person-trips cycling and an additional 10 percent walking. This corresponds to approximately 950 pedestrian one-way trips plus 950 bicycle one-way trips per day.

Considering the site location relative to various trip destinations and transit stops, the following distribution of activity is expected:

- To/from the east (Tavern Road) – 60 percent, or 570 pedestrians and 570 cyclists
- To/from the north (Center Street) – 25 percent, or 240 pedestrians and 240 cyclists
- To/from the west (Manzanita Road connection) – 10 percent, or 90 pedestrians and 90 cyclists
- To/from the south (Chapparal Road) – 5 percent, or 50 pedestrians and 50 cyclists

The sidewalks and bike lanes along Tavern Road and Center Street identified in the project description will be sufficient to serve the cyclists and walkers along these streets. Given the low levels using Chaparral Road, no improvements will be warranted to the south. Once reaching Manzanita Road, cyclists and walkers will disperse in various directions, also resulting in levels at any one location that do not warrant improvements.

Bicycle and Pedestrian Safety

A review of crash data for the vicinity of the site was conducting using the Transportation Injury Mapping System dataset. This indicates two serious crashes (resulting in injury or fatality) over a 10-year period (2009 through 2018) involving pedestrians and bicyclists:

- A pedestrian injured crossing Main Street on the east side of Laurel Mountain Road on Aug. 14, 2009

- A pedestrian injured crossing Laurel Mountain Road on the south side of Tavern Road on Mar. 17, 2012

Overall, this does not indicate a substantial bicycle/pedestrian safety issue in the site vicinity.

IMPACT ON TRANSIT SERVICE

While The Parcel residents will use public transit for a variety of trip purposes, the peak periods of ridership will be generated by travel for work. US Census Journey to Work data indicates that 27 percent of Mammoth Lakes employees commute by transit. Considering the number of units, expected occupancy and variations in work schedules, it is estimated that up to approximately 120 transit passengers would be generated by the proposed development in a peak hour during the peak seasons.

The proposed project includes bus stops on the west side of Center Street just north of Tavern Road and on the north side of Tavern Road just east of Center Street. Considering the existing transit routes, a reasonable strategy would be to extend the existing year-round Purple Route to serve this new stop. While the Purple Route currently travels west on Main Street and turns left to travel south on Old Mammoth Road, it could instead extend west on Main Street to Center Street, turn left on Center Street to serve The Parcel, and then left on Tavern Road back to the existing route on Old Mammoth Road. This would extend the route by 0.6 miles.

By the time that full buildout of The Parcel is reached, this initial strategy of modifying the Purple Route will not provide sufficient capacity to accommodate the expected peak passenger activity levels. One option would be to add additional capacity to the Purple Route. Operating a second bus would provide roughly 80 additional seats per hour (assuming a 40-passenger bus making two half-hourly round-trips per hour). Combined with the existing services, this would probably (depending on specific future available passenger capacity) adequately serve the additional transit demand. It would also benefit a broader area of the community by providing service every 15 minutes along the length of the Purple Route (rather than the existing half-hourly frequency).

Another option would be to re-route the existing Red Line to serve Tavern Road and Center Street (rather than the existing route on Old Mammoth Road and Main Street). However, this would require a northbound left turn from Center Street to Main Street, which cannot reliably be made by a transit bus. Without an additional signal on Main Street, any bus service serving The Parcel exiting northbound on Center would be limited to a route that then turns right on Main Street or the frontage road. This option would also eliminate Red Line service to the existing important stops at Main/Laurel Mountain and at Gateway Center on Old Mammoth Roads. This option is therefore infeasible.

A final option would be to establish a new route to serve The Parcel. A single bus could provide half-hourly service in both directions between the downtown area, The Parcel and the Village, with all buses looping through The Parcel in a counterclockwise direction. This would have the benefit of providing shorter travel times for many trips than would additional Purple Route service (which would serve The Parcel only in a southbound direction towards Vons and require out-of-direction travel for trips to/from the Village) and would also serve The parcel four times per hour rather than twice per hour.

The best overall transit strategy would need to be evaluated as part of a broader transit plan process. This planning process would also need to define the season and hours of additional bus operations. For purposes of this current analysis, it can be concluded that serving the transit demands generated by The Parcel will require operation of one additional bus for at least a 12-hour operating day and for at least the winter season.

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Chapter IV: Summary and Conclusions

In summary, this analysis indicates that Phase I of The Parcel development would result in the following:

- The proposed project would generate 3,541 total daily trips and 304 trips (164 entering, 140 exiting) in the PM Peak.
- The proposed project would not result in any new exceedances in LOS standards. While one of the study intersections (Azimuth/Meridian) currently does not attain standards, the proposed project would not significantly impact conditions at this intersection.
- The proposed project would increase traffic volumes on Tavern Road west of Laurel Mountain Road by 1,738 daily one-way vehicle-trips (total of both directions).
- Bicycle and pedestrian conditions will be adequate with the proposed project, assuming provision of the new sidewalk connections defined in the project description.
- Traffic queues and overall mobility conditions are not expected to have a significant potential impact on public safety, excepting the northbound queue at Center/Main that could potentially block eastbound movements along the frontage road at Center Street. Signed indicating "Do Not Block" before and after this intersection (with appropriate California Vehicle Code reference) would be sufficient to address this issue.
- Site access roadways will function adequately with one travel lane in each direction.
- Buildout of The Parcel would generate additional transit ridership that will require a modification in transit service. The specific routing and scheduling of this additional service should be evaluated as part of a comprehensive transit planning process in order to address how this additional service fits with other routes and community needs. It would also be appropriate to evaluate services as intermediate phases of the development occur.

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Appendix A

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	884	66	31	582	40	27	5	56	27	0	21
Future Vol, veh/h	61	884	66	31	582	40	27	5	56	27	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	961	72	34	633	43	29	5	61	29	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	676	0	0	1033	0	0	1514	1873	517	1338	1888	338
Stage 1	-	-	-	-	-	-	1129	1129	-	723	723	-
Stage 2	-	-	-	-	-	-	385	744	-	615	1165	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	668	-	-	82	71	503	111	70	658
Stage 1	-	-	-	-	-	-	217	277	-	384	429	-
Stage 2	-	-	-	-	-	-	610	420	-	445	267	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	911	-	-	668	-	-	64	54	503	78	53	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	183	-	213	165	-
Stage 1	-	-	-	-	-	-	179	229	-	318	394	-
Stage 2	-	-	-	-	-	-	541	386	-	316	221	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.9	23.4	19.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	290	911	-	-	668	-	-	303
HCM Lane V/C Ratio	0.33	0.073	-	-	0.05	-	-	0.172
HCM Control Delay (s)	23.4	9.3	0.7	-	10.7	0.4	-	19.3
HCM Lane LOS	C	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0.2	-	-	0.6

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	2	30	8	31	2	40	10	36	60	10
Future Vol, veh/h	5	5	2	30	8	31	2	40	10	36	60	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	2	33	9	34	2	43	11	39	65	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	207	71	205	207	49	76	0	0	54	0	0
Stage 1	149	149	-	53	53	-	-	-	-	-	-	-
Stage 2	74	58	-	152	154	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	733	690	991	753	690	1020	1523	-	-	1551	-	-
Stage 1	854	774	-	960	851	-	-	-	-	-	-	-
Stage 2	935	847	-	850	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	671	991	731	671	1020	1523	-	-	1551	-	-
Mov Cap-2 Maneuver	688	671	-	731	671	-	-	-	-	-	-	-
Stage 1	853	754	-	959	850	-	-	-	-	-	-	-
Stage 2	894	846	-	820	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.8	0.3	2.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	717	828	1551	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.091	0.025	-	-
HCM Control Delay (s)	7.4	0	-	10.1	9.8	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	5	27	5	5	27	32	411	11	16	689	27
Future Vol, veh/h	11	5	27	5	5	27	32	411	11	16	689	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	5	29	5	5	29	35	447	12	17	749	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1338	1327	764	1338	1335	453	778	0	0	459	0	0
Stage 1	798	798	-	523	523	-	-	-	-	-	-	-
Stage 2	540	529	-	815	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	130	155	404	130	154	607	839	-	-	1102	-	-
Stage 1	380	398	-	537	530	-	-	-	-	-	-	-
Stage 2	526	527	-	371	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	146	404	112	145	607	839	-	-	1102	-	-
Mov Cap-2 Maneuver	115	146	-	112	145	-	-	-	-	-	-	-
Stage 1	364	392	-	514	508	-	-	-	-	-	-	-
Stage 2	475	505	-	334	386	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.8	18.9	0.7	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	839	-	-	219	299	1102	-	-
HCM Lane V/C Ratio	0.041	-	-	0.213	0.135	0.016	-	-
HCM Control Delay (s)	9.5	-	-	25.8	18.9	8.3	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.5	0	-	-

Intersection	
Int Delay, s/veh	1012.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	734	175	92	438	23	116	30	80	23	55	38
Future Vol, veh/h	74	734	175	92	438	23	116	30	80	23	55	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-	50	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	798	190	100	476	25	126	33	87	25	60	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	501	0	0	988	0	0	1792	1754	893	1789	1824	476
Stage 1	-	-	-	-	-	-	1053	1053	-	676	676	-
Stage 2	-	-	-	-	-	-	739	701	-	1113	1148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1063	-	-	699	-	-	~ 63	85	340	63	77	589
Stage 1	-	-	-	-	-	-	274	303	-	443	453	-
Stage 2	-	-	-	-	-	-	409	441	-	253	273	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1063	-	-	699	-	-	~ 5	67	340	25	61	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	67	-	25	61	-
Stage 1	-	-	-	-	-	-	253	280	-	410	388	-
Stage 2	-	-	-	-	-	-	276	378	-	154	253	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.8	$ 8179	$ 445.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	6	340	1063	-	-	699	-	-	43	589
HCM Lane V/C Ratio	26.449	0.256	0.076	-	-	0.143	-	-	1.972	0.07
HCM Control Delay (s)	$ 12650.1	19.2	8.7	-	-	11	-	-	$ 656.8	11.6
HCM Lane LOS	F	C	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	21.8	1	0.2	-	-	0.5	-	-	8.8	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	0	0	25	0	0
Future Vol, veh/h	25	0	0	25	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	0	27	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	54	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1587	-	954	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	954	1048
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	884	114	34	598	40	52	7	59	27	2	21
Future Vol, veh/h	61	884	114	34	598	40	52	7	59	27	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	961	124	37	650	43	57	8	64	29	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	693	0	0	1085	0	0	1555	1922	543	1363	1963	347
Stage 1	-	-	-	-	-	-	1155	1155	-	746	746	-
Stage 2	-	-	-	-	-	-	400	767	-	617	1217	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	898	-	-	639	-	-	77	66	484	107	62	649
Stage 1	-	-	-	-	-	-	209	269	-	372	419	-
Stage 2	-	-	-	-	-	-	597	410	-	444	252	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	639	-	-	58	48	484	71	45	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	173	-	199	148	-
Stage 1	-	-	-	-	-	-	169	217	-	301	379	-
Stage 2	-	-	-	-	-	-	518	371	-	300	204	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1	37	21.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	898	-	-	639	-	-	275
HCM Lane V/C Ratio	0.543	0.074	-	-	0.058	-	-	0.198
HCM Control Delay (s)	37	9.3	0.8	-	11	0.5	-	21.3
HCM Lane LOS	E	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	2.9	0.2	-	-	0.2	-	-	0.7

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	59	5	30	67	31	5	40	10	36	60	20
Future Vol, veh/h	24	59	5	30	67	31	5	40	10	36	60	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	64	5	33	73	34	5	43	11	39	65	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	266	218	76	248	224	49	87	0	0	54	0	0
Stage 1	154	154	-	59	59	-	-	-	-	-	-	-
Stage 2	112	64	-	189	165	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	687	680	985	706	675	1020	1509	-	-	1551	-	-
Stage 1	848	770	-	953	846	-	-	-	-	-	-	-
Stage 2	893	842	-	813	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	594	660	985	636	655	1020	1509	-	-	1551	-	-
Mov Cap-2 Maneuver	594	660	-	636	655	-	-	-	-	-	-	-
Stage 1	845	750	-	950	843	-	-	-	-	-	-	-
Stage 2	787	839	-	720	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	11.3	0.7	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	652	712	1551	-	-
HCM Lane V/C Ratio	0.004	-	-	0.147	0.195	0.025	-	-
HCM Control Delay (s)	7.4	0	-	11.5	11.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	6	61	5	7	27	73	411	11	16	689	43
Future Vol, veh/h	30	6	61	5	7	27	73	411	11	16	689	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	7	66	5	8	29	79	447	12	17	749	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1437	1424	773	1454	1441	453	796	0	0	459	0	0
Stage 1	807	807	-	611	611	-	-	-	-	-	-	-
Stage 2	630	617	-	843	830	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	111	136	399	108	133	607	826	-	-	1102	-	-
Stage 1	375	394	-	481	484	-	-	-	-	-	-	-
Stage 2	470	481	-	358	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	121	399	79	118	607	826	-	-	1102	-	-
Mov Cap-2 Maneuver	92	121	-	79	118	-	-	-	-	-	-	-
Stage 1	339	388	-	435	438	-	-	-	-	-	-	-
Stage 2	397	435	-	289	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48	23.9	1.4	0.2
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	826	-	-	184	233	1102	-	-
HCM Lane V/C Ratio	0.096	-	-	0.573	0.182	0.016	-	-
HCM Control Delay (s)	9.8	-	-	48	23.9	8.3	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3.1	0.6	0	-	-

Intersection	
Int Delay, s/veh	2999.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	734	175	92	438	44	116	30	80	23	55	42
Future Vol, veh/h	79	734	175	92	438	44	116	30	80	23	55	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	798	190	100	476	48	126	33	87	25	60	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	988	0	0	1818	1789	893	1801	1836	476
Stage 1	-	-	-	-	-	-	1065	1065	-	676	676	-
Stage 2	-	-	-	-	-	-	753	724	-	1125	1160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1043	-	-	699	-	-	~ 60	81	340	62	76	589
Stage 1	-	-	-	-	-	-	269	299	-	443	453	-
Stage 2	-	-	-	-	-	-	402	430	-	249	270	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	699	-	-	~ 2	64	340	~ 23	60	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	64	-	~ 23	60	-
Stage 1	-	-	-	-	-	-	247	274	-	407	388	-
Stage 2	-	-	-	-	-	-	269	369	-	150	248	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.8	$ 25071.6	$ 463.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	340	1043	-	-	699	-	-	41	589
HCM Lane V/C Ratio	79.348	0.256	0.082	-	-	0.143	-	-	2.068	0.078
HCM Control Delay (s)	$ 38798.9	19.2	8.8	-	-	11	-	-	$ 706.5	11.6
HCM Lane LOS	F	C	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	22.3	1	0.3	-	-	0.5	-	-	9	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	0	67	25	0	42
Future Vol, veh/h	25	0	67	25	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	73	27	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	200	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1587	-	789	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	752	1048
Mov Cap-2 Maneuver	-	-	-	-	752	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1048	-	-	1587	-
HCM Lane V/C Ratio	0.044	-	-	0.046	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	994	66	31	615	40	27	5	56	27	0	21
Future Vol, veh/h	61	994	66	31	615	40	27	5	56	27	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	1080	72	34	668	43	29	5	61	29	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	1152	0	0	1650	2027	576	1433	2042	356
Stage 1	-	-	-	-	-	-	1248	1248	-	758	758	-
Stage 2	-	-	-	-	-	-	402	779	-	675	1284	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	884	-	-	602	-	-	65	57	460	95	56	640
Stage 1	-	-	-	-	-	-	183	243	-	365	413	-
Stage 2	-	-	-	-	-	-	596	404	-	410	234	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	884	-	-	602	-	-	49	41	460	63	40	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	156	-	184	134	-
Stage 1	-	-	-	-	-	-	144	191	-	288	374	-
Stage 2	-	-	-	-	-	-	521	366	-	272	184	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1	28.5	21.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	247	884	-	-	602	-	-	267
HCM Lane V/C Ratio	0.387	0.075	-	-	0.056	-	-	0.195
HCM Control Delay (s)	28.5	9.4	0.9	-	11.3	0.5	-	21.7
HCM Lane LOS	D	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0.2	-	-	0.7

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	2	30	8	33	3	53	11	39	84	10
Future Vol, veh/h	5	5	2	30	8	33	3	53	11	39	84	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	2	33	9	36	3	58	12	42	91	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	274	257	97	254	256	64	102	0	0	70	0	0
Stage 1	181	181	-	70	70	-	-	-	-	-	-	-
Stage 2	93	76	-	184	186	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	678	647	959	699	648	1000	1490	-	-	1531	-	-
Stage 1	821	750	-	940	837	-	-	-	-	-	-	-
Stage 2	914	832	-	818	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	631	627	959	677	628	1000	1490	-	-	1531	-	-
Mov Cap-2 Maneuver	631	627	-	677	628	-	-	-	-	-	-	-
Stage 1	819	728	-	938	835	-	-	-	-	-	-	-
Stage 2	870	830	-	787	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.1	0.3	2.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	667	788	1531	-	-
HCM Lane V/C Ratio	0.002	-	-	0.02	0.098	0.028	-	-
HCM Control Delay (s)	7.4	0	-	10.5	10.1	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	6	30	5	5	27	37	431	13	19	743	29
Future Vol, veh/h	12	6	30	5	5	27	37	431	13	19	743	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	7	33	5	5	29	40	468	14	21	808	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1438	1428	824	1441	1437	475	840	0	0	482	0	0
Stage 1	866	866	-	555	555	-	-	-	-	-	-	-
Stage 2	572	562	-	886	882	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	111	135	373	110	133	590	795	-	-	1081	-	-
Stage 1	348	370	-	516	513	-	-	-	-	-	-	-
Stage 2	505	510	-	339	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	126	373	91	124	590	795	-	-	1081	-	-
Mov Cap-2 Maneuver	97	126	-	91	124	-	-	-	-	-	-	-
Stage 1	331	363	-	490	487	-	-	-	-	-	-	-
Stage 2	451	485	-	298	357	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.8	21.2	0.8	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	795	-	-	191	262	1081	-	-
HCM Lane V/C Ratio	0.051	-	-	0.273	0.154	0.019	-	-
HCM Control Delay (s)	9.8	-	-	30.8	21.2	8.4	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	65.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	897	175	92	498	23	116	30	80	23	55	38
Future Vol, veh/h	74	897	175	92	498	23	116	30	80	23	55	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-	50	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	975	190	100	541	25	126	33	87	25	60	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	1165	0	0	2034	1996	1070	2031	2066	541
Stage 1	-	-	-	-	-	-	1230	1230	-	741	741	-
Stage 2	-	-	-	-	-	-	804	766	-	1290	1325	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1006	-	-	600	-	-	~ 42	60	269	42	~ 54	541
Stage 1	-	-	-	-	-	-	217	250	-	408	423	-
Stage 2	-	-	-	-	-	-	377	412	-	201	225	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1006	-	-	600	-	-	-	46	269	~ 10	~ 41	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	46	-	~ 10	~ 41	-
Stage 1	-	-	-	-	-	-	200	230	-	375	352	-
Stage 2	-	-	-	-	-	-	241	343	-	107	207	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.8		$ 1175.4
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	269	1006	-	-	600	-	-	21	541
HCM Lane V/C Ratio	-	0.323	0.08	-	-	0.167	-	-	4.037	0.076
HCM Control Delay (s)	-	24.6	8.9	-	-	12.2	-	-	$ 1742.1	12.2
HCM Lane LOS	-	C	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	-	1.4	0.3	-	-	0.6	-	-	10.9	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	0	0	25	0	0
Future Vol, veh/h	25	0	0	25	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	0	27	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	54	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1587	-	954	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	954	1048
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1587	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	994	114	34	631	40	52	7	59	27	2	21
Future Vol, veh/h	61	994	114	34	631	40	52	7	59	27	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	1080	124	37	686	43	57	8	64	29	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	1204	0	0	1692	2077	602	1458	2118	365
Stage 1	-	-	-	-	-	-	1274	1274	-	782	782	-
Stage 2	-	-	-	-	-	-	418	803	-	676	1336	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	871	-	-	575	-	-	60	53	443	91	50	632
Stage 1	-	-	-	-	-	-	177	236	-	353	403	-
Stage 2	-	-	-	-	-	-	583	394	-	409	221	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	871	-	-	575	-	-	~ 43	36	443	56	34	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	147	-	169	118	-
Stage 1	-	-	-	-	-	-	135	180	-	269	359	-
Stage 2	-	-	-	-	-	-	498	351	-	255	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.1	52.1	24.5
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	871	-	-	575	-	-	238
HCM Lane V/C Ratio	0.651	0.076	-	-	0.064	-	-	0.228
HCM Control Delay (s)	52.1	9.5	1	-	11.7	0.6	-	24.5
HCM Lane LOS	F	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	3.9	0.2	-	-	0.2	-	-	0.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	59	5	30	67	33	6	53	11	39	84	20
Future Vol, veh/h	24	59	5	30	67	33	6	53	11	39	84	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	64	5	33	73	36	7	58	12	42	91	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	319	270	102	299	275	64	113	0	0	70	0	0
Stage 1	186	186	-	78	78	-	-	-	-	-	-	-
Stage 2	133	84	-	221	197	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	634	636	953	653	632	1000	1476	-	-	1531	-	-
Stage 1	816	746	-	931	830	-	-	-	-	-	-	-
Stage 2	870	825	-	781	738	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	541	614	953	582	611	1000	1476	-	-	1531	-	-
Mov Cap-2 Maneuver	541	614	-	582	611	-	-	-	-	-	-	-
Stage 1	812	724	-	926	826	-	-	-	-	-	-	-
Stage 2	761	821	-	687	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	11.8	0.6	2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1476	-	-	604	669	1531	-	-
HCM Lane V/C Ratio	0.004	-	-	0.158	0.211	0.028	-	-
HCM Control Delay (s)	7.5	0	-	12.1	11.8	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	7	64	5	7	27	78	431	13	19	743	45
Future Vol, veh/h	31	7	64	5	7	27	78	431	13	19	743	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	8	70	5	8	29	85	468	14	21	808	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1539	1527	833	1559	1544	475	857	0	0	482	0	0
Stage 1	875	875	-	645	645	-	-	-	-	-	-	-
Stage 2	664	652	-	914	899	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	94	117	369	91	115	590	783	-	-	1081	-	-
Stage 1	344	367	-	461	467	-	-	-	-	-	-	-
Stage 2	450	464	-	327	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	102	369	63	101	590	783	-	-	1081	-	-
Mov Cap-2 Maneuver	76	102	-	63	101	-	-	-	-	-	-	-
Stage 1	307	360	-	411	416	-	-	-	-	-	-	-
Stage 2	374	413	-	255	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	69.8	27.6	1.5	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	157	201	1081	-	-
HCM Lane V/C Ratio	0.108	-	-	0.706	0.211	0.019	-	-
HCM Control Delay (s)	10.2	-	-	69.8	27.6	8.4	-	-
HCM Lane LOS	B	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	4.2	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	68.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	897	175	92	498	44	116	30	80	23	55	42
Future Vol, veh/h	79	897	175	92	498	44	116	30	80	23	55	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	100	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	975	190	100	541	48	126	33	87	25	60	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	589	0	0	1165	0	0	2060	2031	1070	2043	2078	541
Stage 1	-	-	-	-	-	-	1242	1242	-	741	741	-
Stage 2	-	-	-	-	-	-	818	789	-	1302	1337	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	986	-	-	600	-	-	~ 40	57	269	42	~ 53	541
Stage 1	-	-	-	-	-	-	214	247	-	408	423	-
Stage 2	-	-	-	-	-	-	370	402	-	198	222	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	986	-	-	600	-	-	-	43	269	~ 9	~ 40	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	43	-	~ 9	~ 40	-
Stage 1	-	-	-	-	-	-	195	226	-	373	352	-
Stage 2	-	-	-	-	-	-	234	335	-	105	203	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.8		$ 1206.2
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	269	986	-	-	600	-	-	20	541
HCM Lane V/C Ratio	-	0.323	0.087	-	-	0.167	-	-	4.239	0.084
HCM Control Delay (s)	-	24.6	9	-	-	12.2	-	-	$ 1849	12.3
HCM Lane LOS	-	C	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	-	1.4	0.3	-	-	0.6	-	-	11	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	0	67	25	0	42
Future Vol, veh/h	25	0	67	25	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	73	27	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	200	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1587	-	789	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	752	1048
Mov Cap-2 Maneuver	-	-	-	-	752	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1048	-	-	1587	-
HCM Lane V/C Ratio	0.044	-	-	0.046	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

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Appendix I
Will Serve Letter

VIA U.S. MAIL and EMAIL

December 4, 2020

Sandra Moberly, AICP
Community & Economic Development Director
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546
smoberly@townofmammothlakes.ca.gov

Re: **Water Service and Sewer Service**
The 2021 Parcel Master Plan
1699 Tavern Road
Town of Mammoth Lakes, Mono County

The following information is provided regarding water and sewer service for the proposed multi-phase development project with up to 580 affordable residential units located on the 24 acre parcel with access from Center Street, Tavern Road, and Chaparral Road.

The project is located within the Mammoth Community Water District service area and sufficient water supplies currently exist to furnish this development. Significant new water distribution and sewer collection pipelines will need to be constructed and funded by the developer to serve the project, likely in phases. This significant project also has the potential need for developer constructed and funded off-site water and sewer infrastructure improvements to allow for adequate service of the domestic water supply and fire protection requirements.

The District does not unconditionally guarantee any priority or reservation of capacity. The developer must apply for and acquire water and sewer Connection Permits prior to construction of any new uses requiring water and/or sewer connections. Such permits will be issued by the District solely on a first-come, first-served basis and only to the extent that there is then remaining available water supply and capacity in the physical facilities needed to provide water and sewer service to the proposed development, including available capacity in the District's water and wastewater treatment facilities. New service connections and service to the project also are subject to then-applicable District ordinances, resolutions, rules, regulations, and policies, and are contingent on payment of all applicable fees and charges then required to be paid.

This letter is only a statement of the District's capacity conditions and ability to serve the project as of the date set forth above, is specific to the project, and is issued solely for the benefit of the Town and its developer. This letter may not be transferred or assigned to any other party, property or project without the District's prior written consent. This letter is not a contract, offer to contract, or binding commitment to provide water service or to reserve capacity to or for the project.

Water from the District's distribution system available for use by this development is considered potable and meets all applicable State and Federal drinking water quality standards.

Should you have any questions regarding this matter, please feel free to contact me at (760) 934-2596, extension 248.

Sincerely,



Garrett Higerd, PE
District Engineer

Appendix J
Applicable Adopted Mitigation Measures

The following are the previously approved and applicable mitigation measures as derived from the 2007 General Plan EIR Mitigation Monitoring and Reporting Program or the 2016 Update EIR Mitigation Monitoring and Reporting Program. Any modifications to the original measures are shown in strikethrough for deleted text and double underlined for new inserted text. These changes are considered minor and editorial in nature, and do not affect the conclusions of this Infill Environmental Checklist or represent "significant new information" as defined in CEQA Guidelines Section 15088.5.

AESTHETICS

4.1-2 The Town shall amend the Design Review Guidelines to include standards to assure that public and private facilities in the vicinity of the Main Street (SR203) and the Old Mammoth Road intersection shall be designed to present an attractive face to the road. The standards shall address such issues as building height and massing, tree preservation, and lighting to ensure that public and private development in proximity to SR203, which is eligible for designation as a scenic highway, do not detract from scenic resources. *(2007 General Plan EIR Mitigation Measure 4.1-2)*

CULTURAL RESOURCES

4.14-4 A qualified archaeologist shall perform the following tasks prior to development activities ~~on any part of the Town~~:

- ~~Subsequent to a preliminary Town review, if evidence suggests the potential for prehistoric resources, a field survey for prehistoric resources within portions of the project area not previously surveyed for cultural resources shall be conducted.~~
- ~~Subsequent to a preliminary Town review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission for information regarding sacred lands shall be consulted.~~
- Conduct a WEAP training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.
- Inventory all prehistoric resources using appropriate State record forms and submit two (2) copies of the completed forms to the Town.
- Evaluate the significance and integrity of all prehistoric resources within the project area, using criteria established in the CEQA Guidelines for important archaeological resources.
- If human remains are encountered on the project site, the Mono County Coroner's Office shall be contacted within 24 hours of the find, and all work should be halted until a clearance is given by that office and any other involved agencies. If the Coroner determines that the remains may be Native

American, contact the Native American Heritage Commission for notification to the most likely descendants of the descendent and follow the required protocols specified in Public Resources Code Section 5097.98.

- All resources and data collected within the project area should be permanently curated at an appropriate repository within the Town or County. *(2007 General Plan EIR Mitigation Measure 4.14-4)*

4.14-5 All ground-disturbing construction work should be observed by archaeologist and Native American monitors. If cultural materials or archaeological remains are encountered during the course of grading or construction, the developer shall cease any ground disturbing activities near the find. A qualified archeologist will be retained to evaluate significance of the resources and recommend appropriate treatment measures. Treatment measures may include avoidance, preservation, removal, data recovery, protection, or other measures developed in consultation with the Town and the developer. With the assistance of the archaeologist, the Town shall:

- Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.
- Educate the public about the area's archaeological heritage.
- Propose mitigation measures and recommend conditional of approval to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.
- Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report, with original illustrations, to the Town for permanent archiving. *(2007 General Plan EIR Mitigation Measure 4.14-5)*

4.14-6 If during grading and excavation an archaeological resource is found, construction shall be temporarily diverted, redirected or halted as appropriate. Any discovery of such resources shall be treated in accordance with federal, state, and local regulations, including those outlined in the CEQA Guidelines Section 15064.5 (e) and as appropriate, the Native American Historical, Cultural and Sacred Sites Act. For archaeological remains, conservation of a resource for which preservation in place is not feasible, relocation and if that is not feasible, documentation shall be required. *(2007 General Plan EIR Mitigation Measure 4.14-6)*

4.14-7 Should the existence of, or the probable likelihood, of Native American or other human remains be found during development of a site, the landowner shall contact the County Coroner and no further excavation or disturbance of the site or nearby area shall be permitted until the County Coroner determines that no investigation of the cause of death is required. If the remains are determined to be Native American, the Coroner shall, as required by Public Resources Code Section

5097.98, notify the Native American Heritage Commission, which shall contact the most likely descendants and those descendants shall have 24 hours to inspect and make a recommendation to the landowner as to the appropriate means for removal and nondestruction of the remains and artifacts found with the remains. If an agreement cannot be reached between the landowner and the descendants, the Native American Heritage Commission shall mediate the disagreement, and if resolution is not reached, the landowner shall reinter the remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. The applicant may develop a prospective agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. *(2007 General Plan EIR Mitigation Measure 4.14-7)*

NOISE

MM AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material from public and sensitive viewers (e.g., residents and motorists/bicyclists/pedestrians), when feasible. Staging locations shall be indicated on the project Building Permit and Grading Plans and shall be subject to review by the Town of Mammoth Lakes Community and Economic Development Director in accordance with the Municipal Code requirements. *(2016 Update EIR Mitigation Measure AES-1)*

TSMM 4.J-1.A Engine idling from construction equipment such as bulldozers and haul trucks shall be limited, to the extent feasible. *(2016 Update EIR Mitigation Measure TSMM 4.J-1.A)*

TSMM 4.J-1.B The construction staging areas shall be located as far as feasible from sensitive receptors. *(2016 Update EIR Mitigation Measure TSMM 4.J-1.B)*

TSMM 4.J-1.C All construction activities shall comply with the Town's Noise Ordinance. *(2016 Update EIR Mitigation Measure TSMM 4.J-1.C)*

UTILITIES AND SERVICE SYSTEMS

4.11-1 The Town shall not approve new development applications that would result in a water demand in excess of available supplies as determined by the MCWD. The Town shall work with MCWD to ensure that land use approvals are phased so that the development of necessary water supply sources is established prior to development approvals. *(2007 General Plan EIR Mitigation Measure 4.11-1)*