Appendix A: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact

This page intentionally left blank.

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
3.1 Air Quality		
3.1-1 Implementation of the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan.	Land Use Chapter P-LU-1: Establish a new Main Street through the center of the Planning Area that accommodates neighborhood-serving businesses and places for social gathering, and that helps create a sense of place for the Isabel Neighborhood. P-LU-2: Require buildings on Main Street between Constitution Drive and Portola Avenue to provide active ground floor uses facing Main Street that are publicly accessible and that generate walk-in clientele. P-LU-3: Establish a neighborhood-serving retail center anchored by a grocery store. This center shall: - Be visible and accessible from the Valley Link station and Main Street; and - Incorporate a major public space such as a plaza or park. P-LU-9: The location of the Ground Floor Retail/Flex Space Overlay on the BART property north of I-580 is diagrammatic only on Figure 2-1. As the Plan is implemented, the Overlay shall apply to all building frontages along the Isabel Path between the north end of the Valley Link pedestrian bridge and Isabel Avenue. P-LU-36: Pursue grant opportunities funds for transit-oriented development such as those using cap and trade. P-LU-43: Help connect businesses to the Valley Link station through existing and emerging transportation technologies. Transportation Chapter P-TRA-1: Create a walkable street grid within a half-mile radius of the BART Valley Link station (Neighborhood core area). P-TRA-3: Connect existing uses, new development, the Main Street, Valley Link station, bus stops, parks, natural areas, Las Positas College, and other key destinations with sidewalks, pedestrian and bicycle trails, and bicycle facilities. P-TRA-4: Create a continuous trail loop within the Isabel Neighborhood and links to the regional trail network outside of the Planning Area. - Partner with LARPD and East Bay Regional Parks District and Alameda County to identify funding opportunities. - Advocate for a pedestrian and bicycle trail as the top priority for the bicycle connection along the future North Canyons Parkway/Dublin Boulevard extension, followed by a buffered bike lane as a second priority (as opposed to a traditional Class II facility).	Less than significant

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-TRA-6: Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the Valley Link station. - Orient pedestrian bridges to be as short, direct, and visually unobstructed as possible. P-TRA-7: Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel neighborhood. - Prioritize the construction of the I-580 crossing along Collier Canyon Creek. - Ensure that the Valley Link station pedestrian bridges are available for non-Valley Link patron use when the station is open. P-TRA-10: Provide bike parking areas at trailheads and major destinations and bicycle-signals at major intersections. P-TRA-11: Incorporate traffic calming measures to slow vehicle speeds and increase the visibility of pedestrian crossings. P-TRA-13: Require development to meet the on-site bicycle parking requirements listed in Table 3-3. Development applications shall show bicycle parking on site plans, including spaces to be provided within garages of individual dwelling units. Bicycle stalls shall meet the following requirements: - Stalls shall be capable of supporting a bicycle in an upright or hanging position and enable a user to lock his bicycle to such a device. - The areas containing stalls shall be surfaced with hardscape or paving. - When located within a parking area, stalls shall be protected by curbs, fences, planter areas, bumpers, or similar barriers for the mutual protection of bikes, automobiles and pedestrians, unless deemed by the City to be unnecessary. - Where required, "secured, covered" bicycle parking may include garages, lockers, storage rooms, or fenced areas with restricted access. - Publicly accessible bicycle parking may include uncovered racks. P-TRA-14: Encourage Valley Link station infrastructure to be integrated into the Neighborhood's circulation and land use networks. P-TRA-15: Prioritize pedestrian safety when designing roadways serving the Valley Link station. P-TRA-16: Support direct, comfortable, shaded, safe, visible, and well-lit walking paths between the Valley Link platform and surrounding development.	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-TRA-17: Support the research, piloting, and deployment of emerging technologies and new services such as real-time parking availability signage, real-time bus arrival updates, and rideshare matching. P-TRA-19: Employ a range of Transportation Demand Management (TDM) strategies to help make alternative modes of transportation as convenient, affordable, and safe as solo driving. Strategies include sponsored transit passes, parking cash-out programs, sponsored rideshare programs, bicycle commuter tax reimbursement, and bikeshare programs. P-TRA-20: Design the street network to minimize cut-through vehicle traffic in residential areas. P-TRA-21: Establish partnerships with transit operators, developers, technology providers, corporate shuttles, Transportation Network Companies, bike share operators, and other entities. P-TRA-22: With the exception of Business Park users outside of the Core, require property owners, residents, and tenants to form a Transportation Management Association (TMA) for the Isabel Neighborhood. Required actions shall be determined by the TMA and may include but are not limited to the the following: - Monitor and manage the vehicular and bicycle parking supply for all retail uses north of I-580, rather than on a project or site basis. - Work with LAVTA and Valley Link to alter or add bus routes and/or provide free shuttle service between the Valley Link station and major destinations such as Las Positas College. - Establish neighborhood-wide car-sharing and/or bike sharing programs. - Implement programs for streetscape maintenance and beautification projects along Main Street, Pedestrian Streets, and Bike Streets. - Implement informational campaigns using brochures, boards/kiosks, or other communication outlets. - Provide technical support to businesses and homeowner associations in the implementation of TDM measures. - Implement a wayfinding signage program for motorists, bicyclists, and pedestrians prior to construction of Phase 1. P-TRA-23: Require Office and Business Park projects exceeding 15,000 square feet within a half-mile of the Valley Link station to implement the following site design measures:	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	- Integration of passenger loading zones near the main building entrance on large sites; - Access to electrical vehicle charging stations for 10 percent of residential parking spaces and two percent of commercial or industrial parking spaces; - On-site showers and lockers for employees; and - Preferential parking for carpools, vanpools, and low emission vehicles. P-TRA-24: Following station opening, require businesses within a half-mile of the BART Valley Link station to participate in the TMA and implement at least two of the following TDM programs (to be implemented through the initial Site Plan Design Review process for new development or through the Zoning Clearance process after construction): - Parking cash-out for employees that do not drive to work. - Transit passes (such as the Clipper Card) for employees. - Car-sharing or bike-sharing program. - Carpool and vanpool ride-matching services. - Guaranteed ride home for transit users and car/vanpoolers. - Flexible work schedules, shortened work weeks, or options to telecommute. Parks, Public Facilities, and Infrastructure Chapter P-PF-30: Require all new development to participate in all City, County, and State diversion programs and construction regulations in effect at the time of issuance of building permits. P-PF-31: Work with residents, businesses, LARPD, and the City's franchise hauler to exceed the City's 75 percent waste diversion goal in the Isabel Neighborhood. - Design new development to make recycling, composting, and organic material collection as convenient as possible for residents, employees, and visitors. - Reduce the amount of solid waste that must be processed through implementation of recycling programs, composting, source reduction (such as packaging), purchasing policies, and manufacturing processes. - Continue to implement educational and outreach programs on available diversion programs and best practices. - Encourage businesses to participate in the Bay Area's Green Business Program. - Support the expansion of organics capacity in Alameda County and statewide. P-PF-36: Require new development to install water efficient appliances and fixtures such as low-flow faucets and toilets.	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-PF-37: Require new development to comply with State and City's mandatory water efficient landscape ordinance (WELO). P-PF-38: Require new development within the Municipal Water service area to connect to the recycled water system and to use recycled water for landscape irrigation, if economically feasible. P-PF-39: Allow the use of rainwater harvesting systems, consistent with regional permit requirements. P-PF-40: Restaurants and other uses that discharge grease into the wastewater treatment system shall be required to reduce impacts through individual or collective pretreatment facilities. P-PF-41: Design new streetscape and landscaped areas in the public right-of-way for stormwater management and the efficient use of water through: - The installation of low-maintenance, drought-resistant plant palettes; - Use of large retention basins; - Use of low-flow irrigation systems; and/or - Use of bioswales and rain gardens in planting areas, curb extensions, and other green infrastructure. P-PF-42: Require new development to incorporate low impact landscape design, such as natural drainage systems and groundwater recharge features, consistent with stormwater permit requirements. Environmental Resources Chapter P-ENV-11: Require new residential projects and other new sensitive receptors such as schools, child daycares, nursing and retirement homes located within 500 feet of I-580 to install indoor air quality equipment, such as high-efficiency particulate HEPA filters or equivalent mechanisms to minimize health risks for future residents. P-ENV-12: Require proponents of projects within areas surrounding existing hazardous sites, roadways, or TAC sources to assess health risks at the location in question and to incorporate feasible design-related risk mitigation measures. P-ENV-13: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading. P-ENV-14: Require construction projects to implement the following measures recommended by the BAAQMD, as applicable: - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	- All haul trucks transporting soil, sand, or other loose material off-site shall be covered; - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; - All vehicle speeds on unpaved roads shall be limited to 15 mph; - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points; - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and - A publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. P-ENV-15: Require that applicants proposing development of projects within the Planning Area require contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) shall operate on an EPA-approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project construction site. The construction contractor must identify these pieces of equipment, document their unavailability from at least two construction equipment rental firms, and ensure that they operate on no less than an EPA-approved Tier 3 engine. P-ENV-16: Require that applicants proposing development of projects within the Planning Area require contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that low-VOC coatings that have a VOC content of 10 grams/liter (g/L) or less be used during construction. All project applicants	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	shall submit evidence of the use of low-VOC coatings to BAAQMD prior to the start of construction. Urban Design Chapter DS-7: Traffic-calming measures, such as zebra striping for crosswalks, speed tables, and bulb-outs shall be employed along the bus loop north of I-580. DS-8: A pedestrian- and bicycle-only pathway shall be provided between the north end of the Valley Link pedestrian bridge and the corner of Gateway Avenue and Main Street, crossing Isabel Avenue and passing through the Retail Center block (see Isabel Neighborhood Plan figures 5-4, 5-5, and 5-9 for a conceptual route of the "Isabel Path" and the applicable dimensions). DS-9: The Isabel Path shall be designed to be as direct, flat, and visually unobstructed as possible to maximize accessibility and reduce the walking distance to and from the Valley Link Station. DS-10: The City shall coordinate with Valley Link and the property owner/developer of the Retail Center block to determine the appropriate method for crossing Isabel Avenue along the Isabel Path. Considerations may include: grading, pedestrian safety, directness, utility relocation. DS-12: The following pedestrian amenities shall be provided along the Isabel Path: - Seating such as benches and terraced steps; - Public art; - Lighting; - Trash/recycling receptacles; and - Additional/specialty landscaping. DS-27: Buildings shall be oriented such that frontages and entrances are visible and accessible from the public right-of-way, on-site common areas, pedestrian pathways, parks, and/or plazas. DS-28: Site plans shall establish well-defined, accessible, direct, and well-lit pedestrian links between buildings, sidewalks, parking areas, trails, and any on-site or nearby public spaces such as bus stops and the Valley Link station. DS-30: Large-scale developments shall be broken up by pedestrian paths that connect to the street grid. DS-54: Windows shall be operable to the extent possible, to allow natural ventilation and potentially eliminate the need for mechanical ventilation.	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	DS-77: A variety of site furnishings shall be considered and incorporated into site plans to promote a sense of comfortable outdoor living space for the pedestrian realm. Examples of such features include but are not limited to seating, freestanding planters, ornamental trash/recycling containers, cigarette ash receptacles, drinking fountains including pet basins, fountains or other water features, bollards, kiosks for information or artwork, sculptures, bicycle racks, and/or newspaper racks.	
3.1-2 Implementation of the proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during construction.	Policies P-ENV-11, P-ENV-12, P-ENV-13, P-ENV-14, P-ENV-15, and P-ENV-16, as listed under Impact 3.3-1.	Less than significant with mitigation
3.1-3 Implementation of the proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during operation.	Refer to policies, design standards, and design guidelines identified under Impact 3.1-1.	Significant and unavoidable
3.1-4 Implementation of the proposed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).	Refer to policies, design standards, and design guidelines identified under Impact 3.3-1.	Significant and unavoidable
3.1-5 Implementation of the proposed Project would expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air containments.	<u>Environmental Resources Chapter</u> P-ENV-11: Require new residential projects and other new sensitive receptors such as schools, daycares, nursing and retirement homes located within 500 feet of I-580 to install indoor air quality equipment, such as HEPA filters or equivalent mechanisms to minimize health risks for future residents.	Significant and unavoidable

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-ENV-12: Require project proponents within identified high risk Overlay Zones surrounding existing hazardous sites, roadways, or TAC sources to assess health risks at the location in question and to incorporate feasible design-related risk mitigation measures, such as high-efficiency particulate air filters (HEPA filters) or equivalent indoor air quality equipment mechanisms, as appropriate. P-ENV-13: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.	
3.1-6 Implementation of the proposed Project would not expose sensitive receptors to substantial carbon monoxide pollutant concentrations from increased traffic.	Policies P-TRA-1, P-TRA-3, P-TRA-4, P-TRA-6, P-TRA-7, P-TRA-10, P-TRA-13, P-TRA-19, P-TRA-20, P-TRA-21, P-TRA-22, P-TRA-23, and P-TRA-24, as listed under Impact 3.1-1.	Less than significant
3.1-7 Implementation of the proposed Project would not create objectionable odors affecting a substantial number of people.	Urban Design Chapter DS-39: Loading and service entrances shall not intrude on the public view or interfere with pedestrian and vehicular flows and shall be located to minimize noise and odor impacts to nearby uses and to integrate with the building design.	Less than significant
3.2 Traffic and Transportation		
3.2-1 Implementation of the proposed Project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	No proposed plan goals or policies would reduce this impact.	Significant and unavoidable

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
3.2-2 Implementation of the proposed Project would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	No proposed plan goals or policies would reduce this impact.	Significant and unavoidable
3.2-3 Implementation of the proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	No policies are required to reduce this impact below a level of significance.	Less than significant
3.2-4 Implementation of the proposed Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No policies are required to reduce this impact below a level of significance.	Less than significant
3.2-5 Implementation of the proposed Project would not result in inadequate emergency access.	No policies are required to reduce this impact below a level of significance.	Less than significant
3.3 Energy, Greenhouse Gases, and Climate Change		
3.3-1 Implementation of the proposed Project would not lead to wasteful, inefficient, or unnecessary consumption of energy.	<u>Land Use Chapter</u> P-LU-3:Establish a neighborhood-serving retail center anchored by a grocery store. This center shall: - Be visible and accessible from the Valley Link station and Main Street; - Not preclude a potential future shared surface parking facility; and - Incorporate a major public space such as a plaza or park.	Less than significant

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-LU-9: The location of the Ground Floor Retail/Flex Space Overlay on the BART property north of I-580 is diagrammatic only on Figure 2-1. As the Plan is implemented, the Overlay shall apply to all building frontages along the Isabel Path between the north end of the Valley Link pedestrian bridge and Isabel Avenue. P-LU-43: Help connect businesses to the Valley Link station through existing and emerging transportation technologies. <u>Traffic and Transportation Chapter</u> P-TRA-1: Create a walkable street grid within a half-mile radius of the Valley Link station (Neighborhood core area). P-TRA-3: Connect existing uses, new development, the Main Street, Valley Link station, bus stops, parks, natural areas, Las Positas College, and other key destinations with sidewalks, pedestrian and bicycle trails, and bicycle facilities. P-TRA-4: Create a continuous trail loop within the Isabel Neighborhood and links to the regional trail network outside of the Planning Area. - Partner with LARPD, East Bay Regional Parks District, and Alameda County to identify funding opportunities. - Advocate for a pedestrian and bicycle trail as the top priority for the bicycle connection along the future North Canyons Parkway/Dublin Boulevard extension, followed by a buffered bike lane as a second priority (as opposed to a traditional Class II facility). P-TRA-6: Provide pedestrian bridges and undercrossings to enhance the connectivity of the trail network and provide direct access to the Valley Link station. Orient pedestrian bridges to be as short, direct, and publicly visible as possible. P-TRA-7: Provide multiple safe bicycle and pedestrian crossings of I-580 within the Isabel neighborhood. - Prioritize the construction of the I-580 crossing along Collier Canyon Creek. - Encourage Valley Link station pedestrian bridges to be available for non-Valley Link patron use when the station is open. P-TRA-9: Implement on-street improvements such as new crosswalks and bike lanes to enhance the safety and convenience of walking and biking in the outer portions of the Planning Area and to provide interim connections along the proposed trail loop before major off-street improvements are in place. P-TRA-10: Provide bike parking areas at trailheads and major destinations and bicycle-signals at major intersections.	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-TRA-13: Require development to meet the on-site bicycle parking requirements listed in Table 3-3. Development applications shall show bicycle parking on site plans, including spaces to be provided within garages of individual dwelling units. Bicycle stalls shall meet the following requirements: - Stalls shall be capable of supporting a bicycle in an upright or hanging position and enable a user to lock his bicycle to such a device. - The areas containing stalls shall be surfaced with hardscape or paving. - When located within a parking area, stalls shall be protected by curbs, fences, planter areas, bumpers, or similar barriers for the mutual protection of bikes, automobiles and pedestrians, unless deemed by the City to be unnecessary. - Where required, "secured, covered" bicycle parking may include garages, lockers, storage rooms, or fenced areas with restricted access. - Publicly accessible bicycle parking may include uncovered racks. P-TRA-14: Encourage Valley Link station infrastructure to be integrated into the Neighborhood's circulation and land use networks. P-TRA-16: Support direct, comfortable, shaded, safe, visible, and well-lit walking paths between the Valley Link platform and surrounding development. P-TRA-17: Support the research, piloting, and deployment of emerging technologies and new services such as real-time parking availability signage, real-time bus arrival updates, and rideshare matching. P-TRA-19: Employ a range of Transportation Demand Management (TDM) strategies to help make alternative modes of transportation as convenient, affordable, and safe as solo driving. Strategies include sponsored transit passes, parking cash-out programs, sponsored rideshare programs, bicycle commuter tax reimbursement, and bikeshare programs. P-TRA-21: Establish partnerships with transit operators, developers, technology providers, corporate shuttles, Transportation Network Companies, bike share operators, and other entities. P-TRA-22: With the exception of business park users outside of the Core, require property owners, residents, and tenants, to form a Transportation Management Association (TMA) for the Isabel Neighborhood. Required actions shall be determined by the TMA and may include but are not limited to the following: - Monitor and manage the vehicular and bicycle parking supply for all retail uses north of I-580, rather than on a project or site basis.	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	- Work with LAVTA and Valley Link to alter or add bus routes and/or provide free shuttle service between the Valley Link station and major destinations such as Las Positas College. - Establish neighborhood-wide car-sharing and/or bike sharing programs. - Implement programs for streetscape maintenance and beautification projects along Main Street, Pedestrian Streets, and Bike Streets. - Implement informational campaigns using brochures, boards/kiosks, or other communication outlets. - Provide technical support to businesses and homeowner associations in the implementation of TDM measures. - Implement a wayfinding signage program for motorists, bicyclists and pedestrians. P-TRA-23: Require Office and Business Park projects exceeding 15,000 square feet within a half-mile of the Valley Link station to implement the following site design measures: - Integration of passenger loading zones near the main building entrance on large sites; - Access to electrical vehicle charging stations for 10 percent of residential parking spaces and two percent of commercial or industrial parking spaces; - On-site showers and lockers for employees; and - Preferential parking for carpools, vanpools, and low emission vehicles. P-TRA-24: Following station opening, require businesses within a half-mile of the Valley Link station to participate in the TMA and implement at least two of the following TDM programs (to be implemented through the initial Site Plan Design Review process for new development or through the Zoning Clearance process after construction): - Parking cash-out for employees that do not drive to work. - Transit passes (such as the Clipper Card) for employees. - Car-sharing or bike-sharing program. - Carpool and vanpool ride-matching services. - Guaranteed ride home for transit users and car/vanpoolers. - Flexible work schedules, shortened work weeks, or options to telecommute. <u>Parks, Public Facilities, and Infrastructure Chapter</u> P-PF-22: Work with the School District, LARPD, Livermore Amador Valley Transit Authority (LAVTA), property owners, and developers to create and/or improve safe walking/biking routes to the public schools serving the Isabel Neighborhood	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-PF-23 Incorporate school access into the Neighborhood's Transportation Demand Management program (described in Chapter 3). Strategies to consider include school busing, carpooling programs, Walk/Bike to School Days, a Walking School Bus program, and bicycle trains. <u>Urban Design Chapter</u> DS-8: A pedestrian- and bicycle-only pathway shall be provided between the north end of the Valley Link pedestrian bridge and the corner of Gateway Avenue and Main Street, crossing Isabel Avenue and passing through the Retail Center block. (See Isabel Neighborhood Plan figures 5-4, 5-5, and 5-9 for a conceptual route of the "Isabel Path" and the applicable dimensions.) DS-9: The Isabel Path shall be designed to be as direct, flat, and visually unobstructed as possible to maximize accessibility and reduce the walking distance to and from the Valley Link Station. DS-10: The City shall coordinate with Valley Link and the property owner/developer of the Retail Center block to determine the appropriate method for crossing Isabel Avenue along the Isabel Path. Considerations may include: grading, pedestrian safety, directness, utility relocation. DS-12: The following pedestrian amenities shall be provided along the Isabel Path: - Seating such as benches and terraced steps; - Public art; - Lighting; - Drinking fountains; - Trash/recycling receptacles; and - Additional/specialty landscaping. DS-28: Site plans shall establish well-defined, accessible, direct, and well-lit pedestrian links between buildings, sidewalks, parking areas, trails, and any on-site or nearby public spaces such as bus stops and the Valley Link station. DS-30: Large-scale developments shall be broken up by pedestrian paths that connect to the street grid. DS-54: Windows shall be operable to the extent possible, to allow natural ventilation and potentially eliminate the need for mechanical ventilation. <u>Environmental Resources and Conservation Chapter</u> P-ENV-13: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-ENV-14: Require construction projects to implement the following measures recommended by the BAAQMD, as applicable: - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; - All haul trucks transporting soil, sand, or other loose material off-site shall be covered; - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; - All vehicle speeds on unpaved roads shall be limited to 15 mph; - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points; - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and - A publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
3.3-2 Implementation of the proposed Project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Refer to policies, design standards, and design guidelines identified under Impact 3.3-1 in addition to the following: <u>Land Use Chapter</u> P-LU-1:Establish a new Main Street through the center of the Planning Area that accommodates neighborhood-serving businesses and places for social gathering, and that helps create a sense of place for the Isabel Neighborhood. P-LU-2:Require buildings on Main Street between Constitution Drive and Portola Avenue to provide active ground floor uses facing Main Street that are publicly accessible and that generate walk-in clientele.	Less than significant with mitigation

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-LU-36: Pursue grant opportunities funds for transit-oriented development such as those using cap and trade. <u>Traffic and Transportation Chapter</u> P-TRA-8: Provide four-legged crosswalks at new signalized or stop-controlled intersections. P-TRA-11: Incorporate traffic calming measures to slow vehicle speeds and increase the visibility of pedestrian crossings, particularly along Pedestrian Streets, Bicycle Streets, and Main Street. P-TRA-15: Prioritize pedestrian safety when designing roadways serving the Valley Link station. <u>Parks, Public Facilities, and Infrastructure Chapter</u> P-PF-30: Require all new development to participate in all City, County, and State diversion programs and construction regulations in effect at the time of issuance of building permits. P-PF-31: Work with residents, businesses, LARPD, and Livermore Sanitation (or current franchise hauler) to exceed the City's 75 percent waste diversion goal in the Isabel Neighborhood. - Design new development to make recycling, composting, and organic material collection as convenient as possible for residents, employees, and visitors. - Reduce the amount of solid waste that must be processed through implementation of recycling programs, composting, source reduction (such as packaging), purchasing policies, and manufacturing processes. - Continue to implement educational and outreach programs on available diversion programs and best practices. - Encourage businesses to participate in the Bay Area's Green Business Program. - Support the expansion of organics capacity in Alameda County. P-PF-36: Require new development to install water efficient appliances and fixtures such as low-flow faucets and toilets. P-PF-37: Require new development to comply with State and City's mandatory water efficient landscape ordinance (WELO). P-PF-38: Require new development within the Municipal Water service area to connect to the recycled water system and to use recycled water for landscape irrigation, where economically feasible.	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-PF-39: Allow the use of rainwater harvesting systems, consistent with regional permit requirements. P-PF-40: Restaurants and other uses that discharge grease into the wastewater treatment system shall be required to reduce impacts through individual or collective pretreatment facilities. P-PF-41: Design new streetscape and landscaped areas in the public right-of-way for stormwater management and the efficient use of water through: - The installation of low-maintenance, drought-resistant plant palettes; - Use of large retention basins; - Use of low-flow irrigation systems; and/or - Use of bioswales and rain gardens in planting areas, curb extensions, and other green infrastructure. P-PF-42: Require new development to incorporate low impact landscape design, such as natural drainage systems and groundwater recharge features, consistent with stormwater permit requirements. <u>Urban Design Chapter</u> DS-8: Traffic-calming measures, such as zebra striping for crosswalks, speed tables, and bulb-outs shall be employed along the bus loop north of I-580. DS-26: Buildings shall be oriented such that frontages and entrances are visible and accessible from the public right-of-way, on-site common areas, pedestrian pathways, parks, and/or plazas. DS-81: A variety of site furnishings shall be considered and incorporated into site plans to promote a sense of comfortable outdoor living space for the pedestrian realm. Examples of such features include but are not limited to seating, freestanding planters, ornamental trash/recycling containers, cigarette ash receptacles, drinking fountains including pet basins, fountains or other water features, bollards, kiosks for information or artwork, sculptures, bicycle racks, and/or newspaper racks. <u>Environmental Resources and Conservation Chapter</u> P-ENV-15: Ensure that all applicants proposing new development projects within the Planning Area require their contractors, as a condition of contract, to reduce construction-related GHG emissions through implementation of the Bay Area Air Quality Management District's recommended best practices, including but not limited to the following measures (based on BAAQMD's 2017 CEQA Guidelines):	

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	- Ensuring alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment make up at least 15 percent of the fleet; - Ensuring at least 10 percent of building materials are local building materials (sourced from within 100 miles of the Planning Area); and - Recycling or reusing at least 50 percent of construction waste or demolition materials.	
3.3-3 Implementation of the proposed Plan would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Refer to policies, design standards, and design guidelines identified under Impact 3.4-2.	Less than significant with mitigation
3.4 Noise		
3.4-1 Implementation of the proposed Project could expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.	*Construction Noise* No policies are required to reduce this impact below a level of significance. *Operation Traffic Noise* No proposed plan goals or policies would reduce this impact. *Traffic Noise Compatibility for Future On-site Sensitive Land Uses* Land Use Chapter P-LU-19: Require that project applicants for future development in areas where noise is predicted to exceed compatibility standards prepare a detailed acoustical analysis of the noise environment and project characteristics. The analysis should determine whether noise insulation or protection features are required to achieve consistency with the applicable exterior and interior noise compatibility standards. The City shall review and approve the acoustical analyses for proposed projects prior to the issuance of building permits or as part of the planning entitlement process. Project applicants shall then be required to implement measures to ensure exterior and interior noise compatibility with the applicable standards, where feasible. Environmental Resources Chapter P-ENV-2: All residential building spaces must be improved or constructed in such a manner that noise levels do not exceed a maximum decibel rating of 45 dBA with windows closed. If windows must be closed 100% of the time to achieve this standard, a fresh air ventilation system must be utilized.	Construction, less than significant; Operation, significant and unavoidable

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	P-ENV-3: Require residential and other noise sensitive land uses within the 60 dBA or higher contours for freeway or major street noise to complete a noise analysis to verify that the interior noise standard can be met. P-ENV-4: Although not anticipated, any noise sensitive land uses within the 60 dBA contour for the airport shall incorporate adequate noise attenuation into the design and site planning of the project in order to achieve an interior noise level of not more than 45 dBA CNEL. P-ENV-5: Recreational facilities within new public parks and common open space areas on private development sites should be located and designed such that ambient noise levels do not exceed 70 dBA CNEL. This guideline does not apply to multi-use trails or private outdoor spaces within developments (refer to Chapter 2 for open space definitions). *Train Noise from Valley Link* No policies are required to reduce this impact below a level of significance. *Operational Noise from Noise-generating Stationary Equipment* Environmental Resources Chapter P-ENV-7: The following limits shall apply to noise-generating land uses, as measured from the property line: In residential areas of the Isabel Neighborhood, exterior noise levels may not exceed 65 dBA from 7:00a.m. to 12:00a.m or 60 dBA from 12:00a.m. to 7:00a.m. Along Main Street and in the office, commercial, or business park areas of the Isabel Neighborhood, exterior noise levels may not exceed 75 dBA from 7:00a.m. to 12:00a.m or 65 dBA from 12:00a.m. to 7:00a.m. *Special Event Operational Noise* No policies are required to reduce this impact below a level of significance.	
3.4-2 Implementation of the proposed Project could expose persons to or generate excessive groundborne vibration or ground-borne noise levels.	*Construction Vibration* Environmental Resources Chapter P-ENV-6: Reduce vibration impacts associated with construction activities by requiring construction contractors to implement measures to help reduce vibration levels at nearby sensitive receptors. Measures to reduce vibration levels include, but are not limited to, the following: - Operating heavy equipment as far as practical from residential uses;	Significant and unavoidable

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
	- Using smaller bulldozers (operating weight less than 20,000 pounds) when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and - Using quiet pile driving technology (such as predrilling piles, using sonic or vibratory pile drivers, or using more than one pile driver to shorten the total duration of pile driving). *Stationary Source Vibration* No policies are required to reduce this impact below a level of significance. *Traffic Vibration* No policies are required to reduce this impact below a level of significance. *Train Vibration* Land Use Chapter P-LU-20: Prohibit Category 1 facilities (according to the FTA guidelines, including research facilities with vibration-sensitive equipment) that use vibration-sensitive equipment that could be affected by Valley Link train vibration in areas located within 600 feet of the Valley Link tracks (Noting that 600 feet is the FTA screening distance for Category 1 land uses). These types of facilities shall be allowed within the Plan area in locations that are more than 600 feet from the Valley Link tracks.	
3.4-3 Implementation of the proposed Project could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	*Traffic Noise* No proposed plan goals or policies would reduce this impact. *Stationary Equipment Noise* Policy P-ENV-7 as listed under Impact 3.4-1 above.	Significant and unavoidable
3.4-4 Implementation of the proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	No policies are required to reduce this impact below a level of significance.	Less than significant
3.4-5 The proposed Project would be located within an airport land use plan area, or, where such	No policies are required to reduce this impact below a level of significance.	Less than significant

Table 1: Summary of Significant Impacts and Proposed Plan Goals and Policies that Reduce the Impact		
Impact	*Proposed Goals and Policies that Reduce the Impact*	*Significance Level*
a plan has not been adopted, within 2 miles of a public airport or public use airport, but would not expose people residing or working in the project area to excessive noise levels.		
3.4-6 The proposed Project would not be located in the vicinity of a private airstrip or expose people residing or working in the project area to excessive noise levels.	No policies are required to reduce this impact below a level of significance.	No impact

Appendix B: Notice of Preparation and Responses

This page intentionally left blank.

NOTICE OF PREPARATION

Supplemental Environmental Impact Report
Isabel Neighborhood Specific Plan Amendment
City of Livermore

Date	November 20, 2019
To	Responsible Agencies, Interested Parties, and Organizations
Subject	Notice of Preparation of a Supplemental Draft Environmental Impact Report for the Isabel Neighborhood Specific Plan Amendment

In 2018, the Isabel Neighborhood Specific Plan (INSP) was prepared to guide future development of the area surrounding the proposed San Francisco Bay Area Rapid Transit (BART) station in the Interstate 580 (I-580) median at Isabel Avenue. On May 14, 2018, the Livermore City Council adopted the INSP. The City Council also certified the EIR (SCH #2016042039) for the INSP. The resolution accompanying the adoption (Resolution #2018-067) stated, "The INSP is contingent upon the decision by the BART Board of Directors to extend conventional (full) BART service to Isabel Avenue (as opposed to another transit mode) …" At its May 24, 2018 meeting, the BART Board voted not to advance BART to Livermore. Thus, while the INSP EIR remains certified and the INSP remains adopted, the INSP has not gone into effect.

The City of Livermore is now considering allowing INSP to proceed with a Valley Link Station. The Valley Link rail project is a fixed-rail service from the existing Dublin/Pleasanton BART Station to the approved Altamont Corridor Express (ACE) North Lathrop Station, with an ultimate Phase II extension to Stockton. Similar to the BART to Livermore Extension project, Valley Link proposes a rail station at Isabel Avenue. The Valley Link project is being led by the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority), established pursuant to AB 758 by the State legislature.

The City intends to retain all of the proposed base land use base designations, allowable densities/intensities, and urban design and other features of the INSP. The only proposed amendments to the INSP are removal of a Parking Overlay designation in a small area north of the station where parking structures as a result of BART parking overflow are an allowed use, and incorporating station design changes being made by the Authority. Because the INSP Amendment retains the land uses of the INSP, many of impacts of the INSP will be the same or similar to those previously evaluated and do not require further study. However, the City of Livermore has decided to prepare a Supplemental Environmental Impact Report (SEIR) to ascertain if impacts for certain focused topics may be different than previously evaluated because of the different proposed rail system.

The Planning Area for the INSP surrounds the proposed Isabel Valley Link station platform within the I-580 median, and is unchanged from the previously adopted INSP. Most of the Planning Area is north of the freeway. The entire Planning Area is within the City's adopted Urban Growth Boundary (UGB).

In compliance with the California Environmental Quality Act (CEQA), the City of Livermore will be the lead agency and will prepare the SEIR for the INSP Amendment. Attached are the project description, location maps, and preliminary identification of the potential environmental issues to be explored. Topics proposed to be addressed in the SEIR are:

- Air Quality
- Energy, Greenhouse Gases, and Climate Change
- Noise
- Traffic and Transportation

Other topics will not be addressed in the SEIR. An Initial Study that provides the basis for the topics to be evaluated is attached following the Notice of Preparation (NOP).

Please note that this is an NOP for an amendment to the INSP. The Valley Link rail system is undergoing its own planning and environmental review processes separate from the INSP Amendment. Information on that project can be found at https://www.valleylinkrail.com.

Responses and Comments: The City requests your careful review and consideration of this notice, and it invites any and all input and comments from interested agencies, persons, and organizations regarding the preparation of the SEIR on the topics outlined above. Comments and responses to this notice must be in writing and submitted to the Lead Agency Contact through the close of business on December 20, 2019. Please indicate a contact person for your agency or organization.

Public Review Period: November 20, 2019 to December 20, 2019

Lead Agency Contact:

Ashley McBride, Associate Planner
City of Livermore, Planning Division
1052 South Livermore Avenue
Livermore, CA 94550

Comments may also be faxed to Ms. McBride at 925-960-4459 or e-mailed to asmcbride@cityoflivermore.net.

If you have questions regarding this NOP, please contact Ashley McBride, Associate Planner, at (925) 960-4479.

Ashley McBride, Associate Planner
City of Livermore

11/20/19
Date

1 Project Contact Information

Project Title	Isabel Neighborhood Specific Plan Amendment
Lead Agency Name	City of Livermore
Contact Person	Ashley McBride, Associate Planner
Address	City of Livermore, Planning Division 1052 South Livermore Avenue Livermore, CA 94550
Phone	(925) 960-4479
Email	asmcbride@cityoflivermore.net
Project Sponsor Name and Address (same as Lead Agency)	City of Livermore 1052 South Livermore Avenue Livermore, CA 94550

2 Project Location

Regional Context

The City of Livermore is located in eastern Alameda County along the north and south sides of Interstate 580 (I-580), as shown in **Figure 1**. The City limits encompass approximately 25 square miles within the Livermore Valley; to the north, south, and east of the city are rolling hills, and to the west are the cities of Pleasanton and Dublin. The Livermore Valley, the San Ramon Valley to the north and the Amador Valley to the west together comprise the Tri-Valley, a major population and employment area within the nine-county Bay Area region.

Planning Area

The Planning Area for the Isabel Neighborhood Specific Plan (INSP) Amendment, shown in **Figure 2** is located in northwest Livermore about 2.5 miles from the Downtown, and is bisected by I-580, in an area developed primarily with industrial and commercial uses, as well as residential uses, Las Positas College, and several large undeveloped sites.

The Planning Area is bordered by Alameda County open space to the north, east, and west. Established detached single-family residential neighborhoods abut the Planning Area to the southeast, while the Livermore Municipal Airport and the Las Positas Golf Course abut the Planning Area to the southwest.

The north, northeast, and northwest edges of the Planning Area boundary are generally congruent with the Livermore City Limits and the North Livermore Urban Growth Boundary (UGB). About 25 acres in the southeast portion of the Planning Area are within the UGB but outside of the City limits.

The proposed Valley Link Isabel Station is located within the median of I-580 on the east side of the Isabel Avenue interchange. North Canyons Parkway-Portola Avenue is a major east-west street running through the northern part of the Planning Area, and Isabel Avenue (Route 84) is a major street/expressway running north-south through the Planning Area.

The Planning Area encompasses about 1,138 acres, or about 1.8 square miles. Streets and other rights of way total about 219 acres, resulting in approximately 919 acres of net developable area. About 257 acres, or 28 percent of the developable land, is currently vacant or underutilized, with about 150 acres of this within one-half mile of the proposed rail station. In addition to vacant/undeveloped land, another approximately 98 acres are considered opportune for reuse or intensification.

3 Project Description

Background

The INSP is a Specific Plan for the area surrounding the formerly-proposed San Francisco Bay Area Rapid Transit (BART) Station in Livermore. In 2018, the City of Livermore adopted the INSP and certified a Final Environmental Impact Report (EIR) (SCH #2016042039) on the project. The INSP includes land use designations to replace those defined in the General Plan. The INSP identified new residential areas both north and south of I-580, as well as a range of employment-generating uses, neighborhood-serving commercial, and parks and trails near the proposed Isabel BART station. The INSP EIR analyzed the potential environmental impacts associated with the adoption of the INSP, which was intended to guide future development of the area surrounding the future transportation hub in the I-580 median of Isabel Avenue. The 2018 INSP EIR analyzed the potential environmental effects associated with these changes; this EIR can be found at http://www.cityoflivermore.net/citygov/cdd/bart_to_livermore/inp_deir.htm.

The INSP's implementation (enabling permitted land uses, transportation features, open space, and other changes) was conditioned by the Livermore City Council on the extension of full Bay Area Rapid Transit (BART) service into the Isabel Neighborhood. In May 2018, the BART Board voted not to extend BART to Livermore. Thus, the INSP has not gone into effect.

Since BART's decision to not extend the system to Livermore, efforts have been underway to approve, fund, and build the Valley Link rail system, which will connect San Joaquin Valley to the Bay Area. The Valley Link rail project is a fixed-rail service from the existing Dublin/Pleasanton BART Station to the approved Altamont Corridor Express (ACE) North Lathrop Station, with a Phase II extension to Stockton. This effort is being led by the Tri-Valley-San Joaquin Valley Regional Rail Authority (Authority), established by AB 758, which was signed by the Governor in

October 2017. More information on the Valley Link rail project is available at https://www.valleylinkrail.com.

Upon implementation of the Valley Link rail system as currently proposed, the Valley Link Isabel Station will be part of the Valley Link transportation network extending from Stockton to the Dublin/Pleasanton BART station, with a direct connection to the ACE train. The Authority approved a project feasibility report for the Valley Link rail project and is currently working on the draft EIR for the project.

Project Description

The Project is enablement of implementation of the INSP with Valley Link Station rather than the BART to Livermore extension, as was previously conditioned by the City Council. In addition, the following changes to the previously-adopted INSP are proposed in the Amendment:

- Removal of the Parking Overlay applied to the commercial/mixed-use area north of the rail station. This Parking Overlay was envisioned in the INSP to suggest the location for an overflow BART parking structure shared with commercial uses should that have become necessary given that the previously proposed BART station was an end-of-the line station attracting a large number of drive-to patrons. In contrast, the Valley Link Isabel Station would be an intermediate station with different ridership estimates than BART. Valley Link would have a connection and terminus at Dublin/Pleasanton BART station.
- Replacement of the BART station with the Valley Link station, with slight shifts in locations of connections (pedestrian bridges over I-580) proposed to integrate the station with the Isabel Neighborhood. The design and environmental evaluation of the Valley Link system, including the Isabel Station and associated parking, is being led by the Authority. As envisioned by that team, the Valley Link station parking will be in the same location (immediately to the south of the station) as previously proposed by the BART station design team.

No other changes to the adopted INSP are proposed.

Project Goals

The overarching goal of the INSP is to create a vibrant, safe neighborhood that takes full advantage of the regional rail investment and supports the City's goals, including to provide a mix of housing, businesses, and community uses within walking distance of a regional rail system. In addition to a mix of land uses arranged to foster a transit-oriented neighborhood, the INSP Amendment will continue to support the development of transportation linkages to improve access and connectivity in the Planning Area. Together, the Isabel Valley Link station and development under the INSP Amendment will support regional and citywide goals related to livable neighborhoods, housing options, job opportunities, transit ridership, and open space protection.

The amended INSP, like the currently-adopted INSP, includes the following components:

- Land use designations;

- Minimum and maximum development capacities;
- Design standards and guidelines;
- Circulation and access improvements (i.e., streets, sidewalks and trails);
- Other improvements to public infrastructure (utilities, parks, etc.); and
- An implementation plan and financing strategy.

4 Supplemental Environmental Impact Report

The Supplemental EIR (SEIR) will fulfill CEQA requirements for environmental review of the INSP Amendment. Because the INSP Amendment retains the land uses, street layout, new open spaces and other features of the INSP, many of the impacts of the INSP will be the same or similar to those previously evaluated and do not require further study. However, some of the impacts—such as those relating to transportation—may differ because of the changed rail system. The City of Livermore intends to prepare a SEIR on the INSP Amendment focused on those topics for which additional environmental review is warranted.

The assessment of environmental impacts will utilize the most current guidelines for CEQA and for each issue area, including greenhouse gas emissions/global climate change. Community members can provide input at two different phases in the SEIR process: in response to this Notice of Preparation and to the Draft Supplemental EIR itself when that document is released.

5 Potential Environmental Impacts to be Considered

The City prepared an Initial Study to understand how changes in the INSP Amendment may impact the environment. This Initial Study is attached following this NOP, and shows that no new or more severe than already evaluated impacts would occur as a result of project changes for Land Use, Population, and Housing; Aesthetics; Biological Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Utilities and Service Systems; Public Services and Recreation; Geology and Soils; Cultural and Tribal Resources; and Agricultural Resources. Environmental factors below would potentially be affected by the proposed INSP Amendment, given the changed rail transportation system, and will be analyzed in the Supplemental EIR:

- Air Quality
- Energy, Greenhouse Gases and Climate Change
- Noise
- Traffic and Transportation

6 Scoping Meeting

A scoping meeting will be conducted on Tuesday, December 17, 2019 to collect oral comments from agencies and members of the public regarding the scope and content of the EIR in accordance with CEQA Section 21083.9.

EIR Scoping Meeting on the Isabel Neighborhood Specific Plan Amendment

Tuesday, December 17, 2019 | 7:00 p.m.

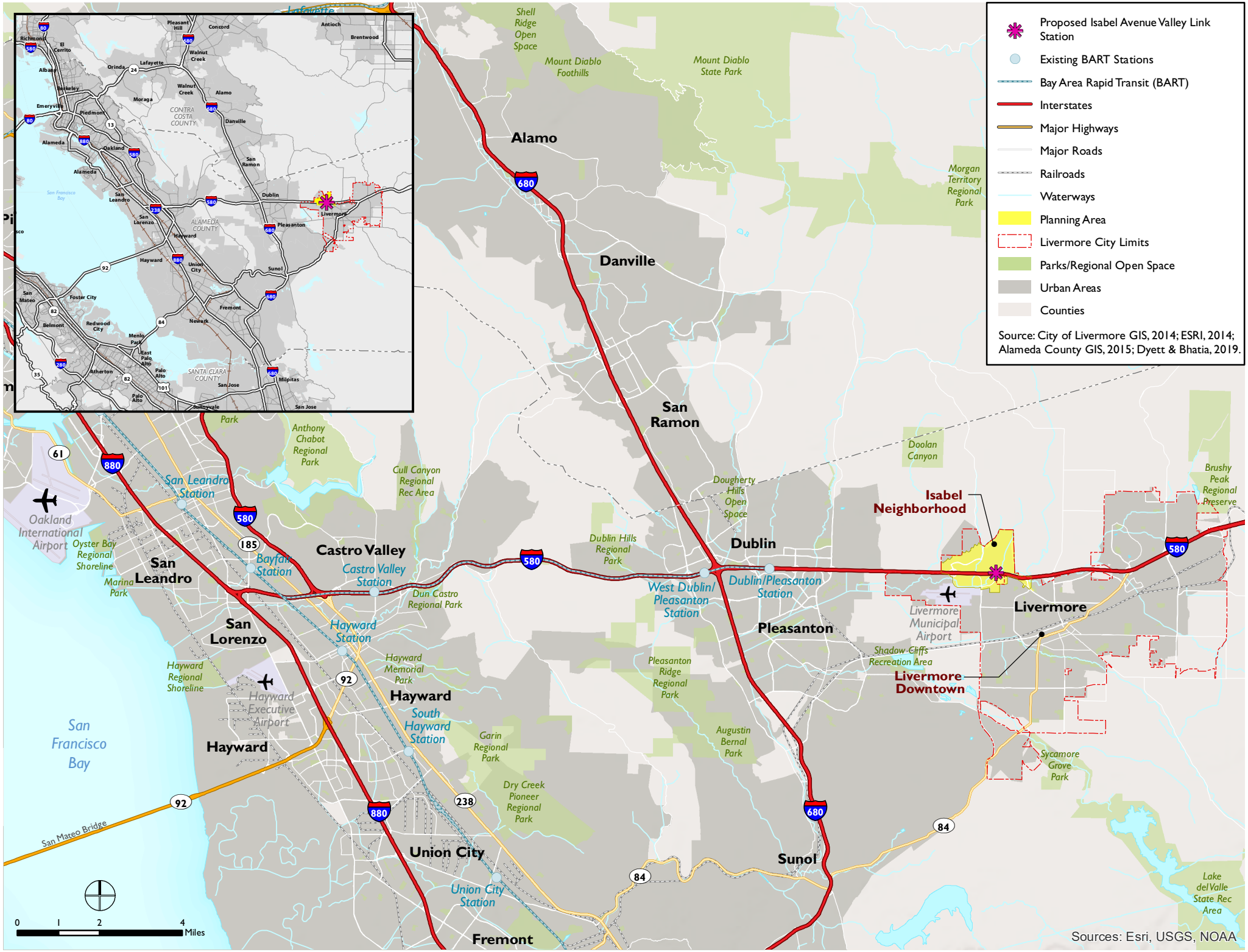
City Council Chambers

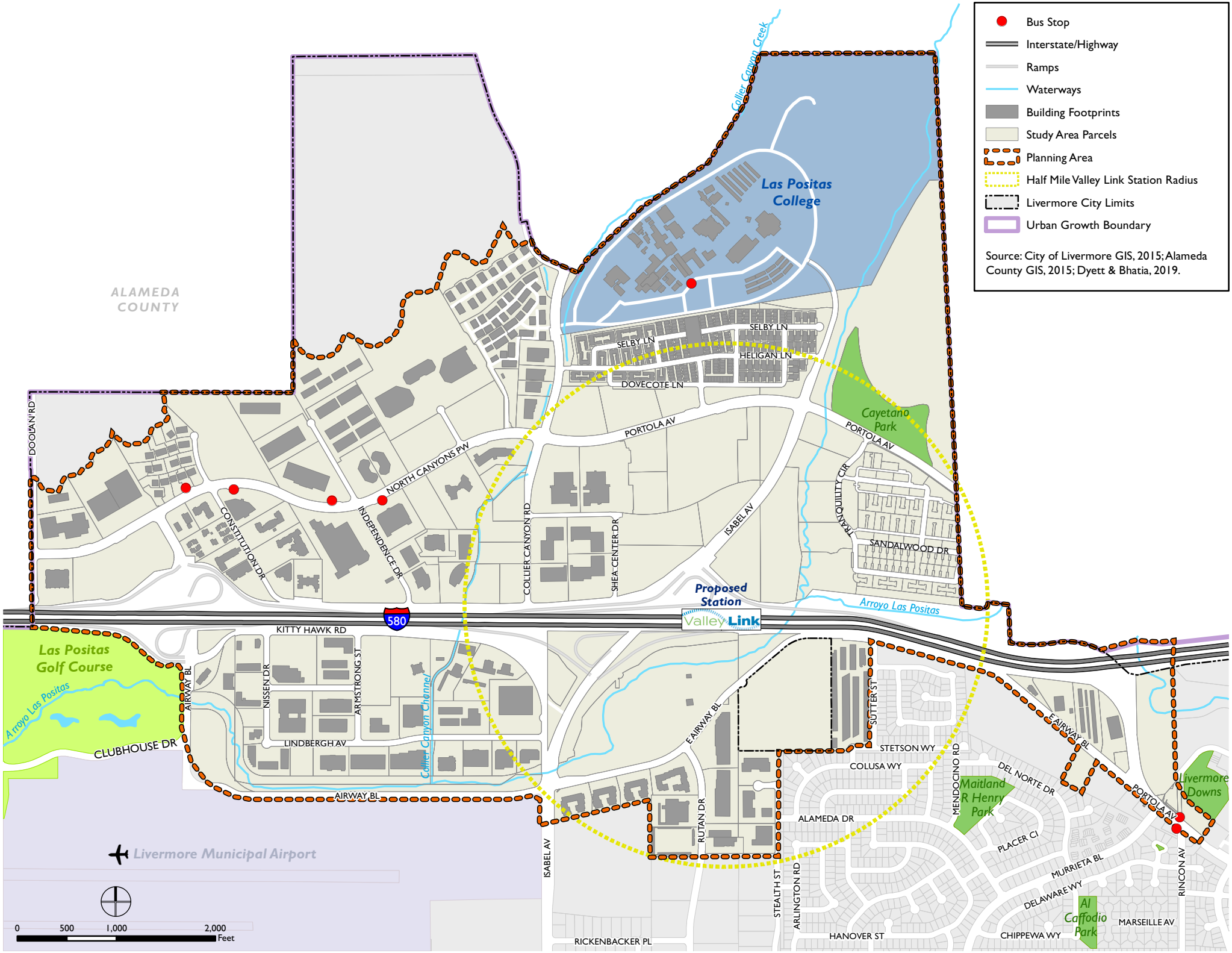
3575 Pacific Avenue

Livermore, CA 94550

For project information, please visit
http://www.cityoflivermore.net/citygov/cdd/bart_to_livermore/inp_deir.htm

Please contact Ashley McBride, Associate Planner at (925) 960-4479 or asmcbride@cityoflivermore.net with any questions regarding the scoping meeting.


Proposed Isabel Avenue Valley Link Station
Existing BART Stations
Bay Area Rapid Transit (BART)
Interstates
Major Highways
Major Roads
Railroads
Waterways
Planning Area
Livermore City Limits
Parks/Regional Open Space
Urban Areas
Counties
Source: City of Livermore GIS, 2014; ESRI, 2014; Alameda County GIS, 2015; Dyett & Bhatia, 2019.
Alamo
Danville
San Ramon
Dublin
Pleasanton
Livermore
Sunol
Castro Valley
San Leandro
San Lorenzo
Hayward
Union City
Fremont
Isabel Neighborhood
Livermore Downtown
Shell Ridge Open Space
Mount Diablo Foothills
Mount Diablo State Park
Morgan Territory Regional Park
Doolan Canyon
Brushy Peak Regional Preserve
Dougherty Hills Open Space
Dublin Hills Regional Park
Cull Canyon Regional Rec Area
Anthony Chabot Regional Park
Dun Castro Regional Park
Hayward Memorial Park
Hayward Regional Shoreline
Pleasanton Ridge Regional Park
Augustin Bernal Park
Garin Regional Park
Dry Creek Pioneer Regional Park
Sycamore Grove Park
Shadow Cliffs Recreation Area
Lake del Valle State Rec Area
Oyster Bay Regional Shoreline
Marina Park
Oakland International Airport
Hayward Executive Airport
Livermore Municipal Airport
San Leandro Station
Bayfair Station
Castro Valley Station
Hayward Station
South Hayward Station
Union City Station
West Dublin/ Pleasanton Station
Dublin/Pleasanton Station
San Francisco Bay
San Mateo Bridge
0 1 2 4 Miles
Sources: Esri, USGS, NOAA


Bus Stop
Interstate/Highway
Ramps
Waterways
Building Footprints
Study Area Parcels
Planning Area
Half Mile Valley Link Station Radius
Livermore City Limits
Urban Growth Boundary
Source: City of Livermore GIS, 2015; Alameda County GIS, 2015; Dyett & Bhatia, 2019.
ALAMEDA COUNTY
Las Positas College
Collier Canyon Creek
SELBY LN
HELIGAN LN
DOVECOTE LN
PORTOLA AV
Cayetano Park
DOOLAN RD
NORTH CANYONS PW
CONSTITUTION DR
INDEPENDENCE DR
COLLIER CANYON RD
SHEA CENTER DR
ISABEL AV
TRANQUILITY CIR
SANDALWOOD DR
Proposed Station
Valley Link
Arroyo Las Positas
580
KITTY HAWK RD
Las Positas Golf Course
AIRWAY BL
NISSEN DR
ARMSTRONG ST
LINDBERGH AV
CLUBHOUSE DR
Collier Canyon Channel
E AIRWAY BL
SUTTER ST
STETSON WY
COLUSA WY
DEL NORTE DR
MENDOCINO RD
Maitland R Henry Park
Livermore Downs
ALAMEDA DR
RUTAN DR
PLACER CI
MURRIETA BL
DELAWARE WY
Al Caffodio Park
MARSEILLE AV
RINCON AV
STEALTH ST
ARLINGTON RD
HANOVER ST
CHIPPEWA WY
RICKENBACKER PL
Livermore Municipal Airport
0 500 1,000 2,000 Feet

Isabel Neighborhood Specific Plan Amendment Initial Study

November 2019

Prepared for the City of

LIVERMORE
CALIFORNIA

Prepared by

DYETT & BHATIA
Urban and Regional Planners

Table of Contents

Introduction and Background 3

A. Project Background and Prior CEQA Analyses 5

B. Project Description 7

Project Location 7

Existing Conditions 7

Project Characteristics 7

C. Environmental Analysis 9

Introduction and Summary of Findings 9

Evaluation of Environmental Impacts 9

1. Land Use, Population, and Housing 9
2. Traffic and Transportation 12
3. Air Quality 18
4. Energy, Greenhouse Gases, and Climate Change 24
5. Aesthetics 27
6. Noise and Vibration 31
7. Biological Resources 36
8. Hazards and Hazardous Materials 39
9. Hydrology and Water Quality 46
10. Utilities and Service Systems 52
11. Public Services and Recreation 55
12. Geology and Soils 59
13. Cultural and Tribal Resources 63
14. Agricultural Resources 66

Mandatory Findings of Significance 68

D. References 72

E. List of Preparers 73

INTRODUCTION AND BACKGROUND

In 2018, the Isabel Neighborhood Specific Plan (INSP) was prepared to guide future development of the area surrounding the San Francisco Bay Area Rapid Transit (BART) station in the Interstate 580 (I-580) median at Isabel Avenue. The INSP included land use designations and zoning to replace those defined in the General Plan and Development Code, respectively. The INSP defined the Isabel Neighborhood, or Planning Area, and identified new residential areas both north and south of I-580, a range of employment-generating uses near the proposed Isabel Avenue BART station, neighborhood parks, and associated bicycle and trail improvements. A Program-level Environmental Impact Report (EIR) analyzed the potential environmental impacts associated with the adoption of the INSP.

The Livermore City Council adopted the INSP and certified the Final EIR on May 14, 2018. However, implementation of the INSP was conditioned on the extension of conventional, or full, BART service to the Isabel Neighborhood. On May 24, 2018, the BART Board of Directors voted not to advance full BART to Livermore. The BART Board also voted to not advance the alternatives analyzed in the BART to Livermore Extension EIR. Thus, the INSP did not go into effect. However, the 2018 INSP Program EIR remains certified.

Efforts are now underway to connect San Joaquin Valley to the Tri-Valley with the Valley Link rail project, which includes a rail station at Isabel Avenue at the same location as previously proposed for the BART to Livermore extension. The City of Livermore is currently preparing updates to reflect the change in transit systems, referred to as the INSP Amendment. The INSP Amendment retains the land use designations, densities/intensities, proposed streets/street system, and other features of the previously adopted INSP.

This Initial Study (IS) has been prepared by the City of Livermore in accordance with the California Environmental Quality Act (CEQA) to determine environmental topics that require additional environmental review given the changes in rail technology surrounding the Isabel Neighborhood. Because the INSP Amendment retains the land uses of the original INSP, many of impacts of the original INSP will be the same or similar to those previously evaluated and do not require further study. However, some of the impacts—such as those relating to transportation—may differ because of the change in rail technology. The City of Livermore intends to prepare a Supplemental Environmental Impact Report (SEIR) for the INSP Amendment focused on those topics for which additional environmental review is warranted. The Valley Link rail system is undergoing its own environmental review separate from the INSP Amendment.

Pursuant to Section 15367 of the CEQA Guidelines, the City of Livermore is the Lead Agency for purposes of environmental review under the California Environmental Quality Act (CEQA). “Lead agency” is defined by Section 21067 of CEQA as “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.”

Lead Agency Contact:

Ashley McBride, Associate Planner
City of Livermore, Planning Division
1052 South Livermore Avenue
Livermore, CA 94550

This section explains the background and purpose of the IS and establishes its context and scope. This IS is organized into the following sections:

A. Project Background and Prior CEQA Analyses – Describes the history of the INSP;

B. Project Description – Describes the project location, existing conditions, and project characteristics for the INSP;

C. Environmental Analysis – Compares the environmental analysis conducted in the 2018 EIR to the environmental impacts anticipated in the INSP and determines whether additional environmental analysis is required in the SEIR. This section includes the Mandatory Findings of Significance.

D. References

E. List of Preparers

A. PROJECT BACKGROUND AND PRIOR CEQA ANALYSES

In 2018, the Isabel Neighborhood Specific Plan (INSP) was prepared to guide future development of the area surrounding the San Francisco Bay Area Rapid Transit (BART) station in the Interstate 580 (I-580) median at Isabel Avenue. The INSP included land use designations and zoning to replace those defined in the General Plan and Development Code, respectively. The INSP defined the Isabel Neighborhood, or Planning Area, and identified new residential areas both north and south of I-580, a range of employment-generating uses near the proposed Isabel Avenue BART station, neighborhood parks, and associated bicycle and trail improvements. A Program-level Environmental Impact Report (EIR) analyzed the potential environmental impacts associated with the adoption of the INSP.

Additionally, BART conducted a project-level EIR titled BART to Livermore Extension Project (SCH #2012082104). This report evaluated the construction of the BART rail extension, including the BART station at Isabel Avenue, associated parking, storage and maintenance facilities, and the operation of new BART and bus service. The BART to Livermore Extension project also included conceptual plans for alternatives to the proposed project: a No Project Alternative, a Diesel Municipal Unit (DMU) or Electric Multiple Unit (EMU) Alternative, an Express Bus/Bus Rapid Transit (BRT) Alternative, and an Enhanced Bus Alternative. The Draft EIR was released for public review on July 31, 2017, and the Final Environmental Impact Report was released on May 11, 2018.

On May 14, 2018 the City Council approved the INSP contingent on the BART Board of Directors approval of an extension of conventional, or full, BART to Isabel Avenue. The City Council also certified the 2018 EIR (SCH #2016042039) for the project. At its May 24, 2018 Board meeting, the BART Board voted to certify the BART to Livermore Extension Project Final EIR, but to not advance the Proposed Conventional BART Extension to Livermore. The Board also voted to not advance the DMU/EMU Alternative, Express Bus/BRT Alternative, or the Enhanced Bus Alternative. Thus, the INSP did not go into effect. However, the 2018 INSP EIR remains certified.

The 2018 INSP EIR addressed the following environmental impact topics:

- Land Use, Population, and Housing
- Traffic and Transportation
- Air Quality
- Energy, Greenhouse Gases, and Climate Change
- Aesthetics
- Noise
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Utilities and Service Systems
- Public Services and Recreation
- Geology and Soils
- Cultural and Tribal Resources
- Agricultural Resources

Since the BART Board's decision to not extend the system to Livermore, efforts have been underway on the Valley Link rail system, which will connect San Joaquin Valley to the Tri-Valley. This effort is being led by the Tri-Valley San Joaquin Valley Regional Rail Authority (Authority), established by Assembly Bill (AB) 758, which was signed by Governor Jerry Brown in October 2017. Valley Link is proposed as a fixed-rail service from the existing Dublin/Pleasanton BART Station to the approved Altamont Corridor Express (ACE) North Lathrop Station. The Valley Link rail system is undergoing its own environmental review separate from the INSP Amendment. More information on the Valley Link rail project is available at https://www.valleylinkrail.com.

The City of Livermore is currently amending the INSP to replace the BART station at Isabel Avenue with a Valley Link station at Isabel Avenue.

B. PROJECT DESCRIPTION

Project Location

The City of Livermore is located in eastern Alameda County along the north and south sides of I-580. The City limits encompass approximately 25 square miles within the Livermore Valley; to the north, south, and east of Livermore are rolling hills, and to the west are the cities of Pleasanton and Dublin. The Livermore Valley, the San Ramon Valley to the north, and the Amador Valley to the west together comprise the Tri-Valley, a major population and employment area within the nine-county Bay Area region.

The Planning Area covers approximately 1,138 acres, or about 7.1 percent of the City. It is located in northwest Livermore about 2.5 miles from the Downtown. The northern edges of the Planning Area boundary are generally congruent with the Livermore City Limits and the Livermore Urban Growth Boundary (UGB). Areas that are outside of the City Limits include a 21-acre unincorporated County island in the southeast corner of the Planning Area. This area is within the UGB but outside of the City Limits.

The Planning Area is bisected by I-580. North Canyons Parkway-Portola Avenue, a major east-west street, runs through the northern part of the Planning Area. Isabel Avenue (State Route 84) runs north-south through the Planning Area as a state highway south of the I-580 interchange and a major city street north of the I-580 interchange. The proposed Isabel Valley Link station is located within the I-580 median on the east side of the Isabel Avenue interchange.

While the INSP Amendment addresses the entire 1,138 acres of the Planning Area, a majority of the proposed changes, analysis, and recommendations focus on the area within the one-half mile radius of the proposed Isabel Valley Link station location.

Existing Conditions

The Planning Area encompasses about 1,138 acres. Streets and other rights of way total about 219 acres, resulting in approximately 919 acres of net developable area. About 257 acres, or 28 percent of the developable land, is current vacant or underutilized, with about 150 acres of this within one-half mile of the proposed rail station. In addition to vacant/undeveloped land, another approximately 98 acres are opportune for reuse or intensification.

Project Characteristics

The City of Livermore is now considering allowing INSP to be implemented contingent on the Valley Link rail system. In addition, the following changes to the previously-adopted INSP are proposed in the Amendment:

- Removal of the Parking Overlay applied to the commercial/mixed-use area north of the rail station. This Parking Overlay was envisioned in the INSP to suggest a location for an overflow BART parking structure shared with commercial uses should that have become necessary given that the previously proposed BART station was an end-

of-the line station attracting a large number of drive-to patrons. In contrast, the Valley Link Isabel station would be an intermediate station with different ridership estimates than BART. Valley Link would have a connection and terminus at Dublin/Pleasanton BART station.

- Acknowledgement of replacement of the BART station with the Valley Link station, with slight shifts in locations of connections (pedestrian bridges over I-580) proposed to integrate the station with the Isabel Neighborhood. The design and environmental evaluation of the Valley Link system, including the Isabel station and associated parking, is being led by the Authority. As envisioned by that team, the Valley Link station parking will be in the same location (immediately to the south of the station) as previously proposed by the BART station design team.

No other changes to the adopted INSP are proposed.

C. ENVIRONMENTAL ANALYSIS

Introduction and Summary of Findings

This Initial Study is intended to serve as the environmental documentation for the City of Livermore's proposed INSP Amendment.

An evaluation of the proposed project is provided in the checklists and impact assessments below to document the determination that no new or more severe significant impacts would occur as a result of project changes for the following topics: Land Use, Population, and Housing; Aesthetics; Biological Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Utilities and Service Systems; Public Services and Recreation; Geology and Soils; Cultural and Tribal Resources; and Agricultural Resources. Impacts for the following topics may be different than those previously evaluated given the changed rail transportation system, and will be evaluated in the Supplemental EIR:

- Air Quality
- Energy, Greenhouse Gases, and Climate Change
- Noise
- Traffic and Transportation

Impacts from the proposed INSP Amendment are evaluated based on the impact criteria in the 2018 Final EIR.

Evaluation of Environmental Impacts

1. Land Use, Population, and Housing

Land Use, Population, and Housing Would the project:	Where Impact Was Analyzed in 2018 INSP Final EIR (FEIR)	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Physically divide an established community;	2018 FEIR, Impact 3.1-1	No	No	No	N/A
b. Conflict with an applicable land use plan, policy, or regulation of an agency with	2018 FEIR, Impact 3.1-2	No	No	No	N/A

Land Use, Population, and Housing Would the project:	Where Impact Was Analyzed in 2018 INSP Final EIR (FEIR)	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal project, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;					
c. Induce substantial 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); or	2018 FEIR, Impact 3.1-3	No	No	No	N/A
d. Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere.	2018 FEIR, Impact 3.1-4	No	No	No	N/A

Division of Existing Community and Compatibility with Existing Land Use Plans (Criteria 1a, 1b)

The 2018 EIR determined that the adoption and implementation of the INSP would have a less-than-significant impact on the continuity of established communities. As described in the 2018 EIR, the INSP's goals and policies, along with its land use diagram and development standards for each land use designation, were designed to promote compatibility with existing uses. The INSP also includes a fine-grained street grid, transportation improvements, and policies for multi-modal accessibility, all of which would enhance connectivity within the Planning Area and improve linkages with surrounding areas. The INSP does not allow for development of new neighborhoods distant or divided from established communities. By creating a high-intensity neighborhood with a variety of land uses near a Valley Link rail station, the project would help implement existing General Plan goals to promote multi-modal transportation and create high-intensity mixed-use development near transit. Additionally, the INSP's emphasis on mixed-use, compact development and pedestrian- and bicycle-friendly streets within the Isabel Priority Development Area (PDA) and the opportunities to attract new jobs, retail, and housing are compatible with the goals of Plan Bay Area and SB 375.

Proposed improvements to existing roadways and infrastructure would not introduce new physical divisions. The proposed new streets would help provide multi-modal connectivity between and within new residential communities, rather than divide existing communities.

The INSP Amendment would continue replace the existing General Plan and zoning standards in the Planning Area. In addition, the General Plan and Development Code would still be amended to accommodate development resulting from implementing the INSP, thereby fulfilling General Plan goals. The INSP Amendment would not conflict with other applicable agencies' plans, policies, or regulations.

Like the INSP, the INSP Amendment is predicated upon the installation of transit service in the median of I-580. The Valley Link rail system itself would not introduce a new physical division, as it is in the median of a freeway. Furthermore, the Valley Link rail project includes a pedestrian bridge across I-580 that would provide a safe pedestrian crossing of the freeway and strengthen the connection between the two sides of the freeway. The INSP Amendment eliminates the parking overlay that was previously intended to accommodate the parking demand associated with the installation of the BART station. Elimination of this parking overlay is not anticipated to be associated with any new detrimental impacts on community continuity or compatibility with applicable land use plans. The INSP Amendment contains no other land use changes, and thus will not lead to any differences in environmental impact compared to that identified in the 2018 EIR.

Population Growth and Displacement (Criteria 1c, d)

The 2018 EIR determined that the adoption and implementation of the INSP would have a less-than-significant impact on local population growth and associated displacement.

Analysis in the 2018 EIR demonstrates that implementation of the INSP would result in approximately 4,095 new housing units. This level of development would result in approximately 9,800 new residents, which would represent an 11 percent increase in the city's population over the 2016 estimate of 89,115 residents. The addition of approximately

9,800 new residents would represent a substantial share of planned growth in the city. However, the direct inducement of population growth through new housing and businesses is not a significant impact because this level of development is within the overall General Plan capacity and would be paced as part of the City's growth management program and the INSP's phasing program.

As the majority of new development resulting from the INSP would be concentrated on vacant sites in and around the proposed Isabel Valley Link station or would consist of the re-use of existing non-residential development, the 2018 EIR concludes that the INSP would not result in the direct displacement of any housing or residents.

None of the changes included in the INSP Amendment are anticipated to result in a difference in the final population size of the Isabel Neighborhood at buildout, compared to what was analyzed in the 2018 EIR. Likewise, the INSP Amendment does not contain any changes regarding the location of future housing units. Therefore, implementation of the changes contained within the INSP Amendment is not anticipated to result in a significant difference in environmental impact, compared to that identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, as well as the revisions contained within the INSP Amendment, implementation of the INSP Amendment would not substantially increase the severity of impacts identified, nor would it result in new significant impacts related to land use, population, or housing that were not identified in the 2018 EIR. The 2018 EIR did not identify any mitigation measures related to land use, population, and housing, and none would be required for the INSP Amendment. Since the original approval of the INSP, no new information has emerged, nor have environmental conditions changed, such that new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

2. Traffic and Transportation

Traffic and Transportation Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Conflict with applicable plan, ordinance or policy establishing measures of	2018 FEIR, Impact 3.2-1	To be evaluated in Supplemental EIR			

Traffic and Transportation Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;					
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards established by the county congestion management agency for designated roads or highways;	2018 FEIR, Impact 3.2-2	To be evaluated in Supplemental EIR			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in	2018 FEIR, Impact 3.2-3	No	No	No	N/A

Traffic and Transportation Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
location that results in substantial safety risks;					
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);	2018 FEIR, Impact 3.2-4	No	No	No	N/A
e. Result in adequate emergency access; or	2018 FEIR, Impact 3.2-5	No	No	No	N/A
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	2018 FEIR, Impact 3.2-6	No	No	No	N/A

Circulation and Traffic Congestion (Criteria 2a, 2b)

The 2018 EIR considered possible impacts of the INSP on circulation and congestion under a variety of development scenarios and timescales. Traffic impacts on freeway segments—including freeway general purpose lane segments and freeway express lane segments— and arterial segments were considered. The 2018 EIR ultimately concluded that impacts would be significant and unavoidable.

Under both the 2025 Near Term Plus Project condition and 2040 Cumulative Plus Project condition, the 2018 EIR demonstrated that intersection operations would degrade considerably compared to the corresponding No Project Condition, with unacceptable operations occurring at the intersection of North Livermore Avenue & Portola Avenue (#3) during the weekday AM and PM peak hours. The 2018 EIR states that, while adding additional left turn lanes to the impacted intersection may alleviate some of the congestion-related impacts associated with the INSP, road widening is not a valid mitigation measure because of roadway right-of-way constraints on North Livermore Avenue and Portola Avenue.

Under the 2025 Near Term Plus Project condition, the 2018 EIR determined that no significant traffic impacts would occur on general purpose freeway segments. Under the 2040 Cumulative Plus Project condition, the 2018 EIR determined that significant traffic impacts would occur on three general purpose freeway segments: North Livermore Avenue to Isabel Avenue, Springtown Boulevard/ First Street to North Livermore Avenue, and Vasco Road to Springtown Boulevard/ First Street.

On Freeway Express Lane Segments, the 2018 EIR determined that under the 2025 Near Term Plus Project Condition, no significant circulation impacts were expected to occur. This was also found to be true under the 2040 Cumulative Plus Project condition, assuming that the HOV policy is changed such that only vehicles transported three or more people are permitted to use the HOV lane.

Arterial segment forecasts were extracted from the modified version of Alameda CTC's Countywide Travel Demand Model to generate future-year peak-hour volumes. These volumes are used to calculate volume-to-capacity ratios and determine impacts. The analysis relied on the Highway Capacity Manual 2010 (HCM) arterial capacity methodology for determining level of service. Under the 2025 Near Term Condition, the 2018 EIR determined that no arterial segments would experience significant circulation or congestion impacts. Under the 2040 Cumulative Plus Project condition, two arterial segments were predicted to experience significant traffic or circulation impacts: Airway Boulevard, west of Isabel Avenue; and Isabel Avenue south of Stanley Boulevard.

Additionally, the 2018 EIR concluded that no feasible mitigation measures exist to alleviate traffic impacts on freeway and arterial segments, as the analysis either already assumes that typical mitigation measures such as adding or modifying ramp metering, adding express lanes, and road widening will occur over the lifetime of the project, or assumes that physical constraints and concern regarding environmental impacts prevent the construction of capacity enhancements.

Modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts to circulation and traffic congestion may result, or the significance of previously identified impacts may increase. Further analysis pertaining to traffic congestion and circulation impacts in the SEIR is thus required.

Result in a Change in Air Traffic Patterns (Criterion 2c)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on air traffic patterns would be less than significant. The Livermore Municipal Airport (LVK) is located just southwest of the Planning Area. As such, the INSP would increase the number of residents exposed to overflight noise and may increase noise complaints. Given the potential that some pilots may avoid flying over new residential development, the 2018 EIR concludes that implementation of the INSP could indirectly change typical flight patterns. However, the take-offs and landing approaches would not change, and the INSP does not propose any elements that would directly affect the established flight patterns for LVK. In addition, the INSP is generally consistent with the Airport Land Use Compatibility Plan and federal aviation regulations on height and safety.

None of the changes contained in the INSP Amendment would change the relationship between new development and the Livermore Municipal Airport, compared to that analyzed in the 2018 EIR. Therefore, implementation of the INSP Amendment is not anticipated to result in any significantly different environmental impact, compared to that identified in the 2018 EIR.

Hazards and Emergency Access (Criteria 2d, 2e)

The 2018 EIR determined that the effect of the adoption and implementation of the INSP on exposure to hazardous design features would be less than significant. New roadways and traffic signals would be designed to City Design standards, including those that account for emergency access, and therefore should not substantially increase hazards or result in adequate emergency access.

None of the changes contained in the INSP Amendment are associated with changes in emergency access, or hazard exposure. Therefore, implementation of the INSP Amendment is not anticipated to be associated with any change in environmental impact, compared to that identified in the 2018 EIR.

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities (Criterion 2f)

The 2018 EIR determined that the adoption and implementation of the INSP would have no impact on the performance or safety of public transit, bicycle, or pedestrian facilities. The INSP emphasizes multimodal circulation, accommodating vehicular through traffic but at a slow pace that substantially improves safety for pedestrians and cyclists compared to traditional higher-speed roadway systems. Primary pedestrian street crossings on major streets would occur at signals, which include specific provisions to minimize conflicts between vehicular traffic and non-motorized transportation users.

The INSP Amendment contains no changes that would impact the performance or safety of public transit, bicycle, or pedestrian facilities, compared to what was analyzed in the 2018 EIR. Therefore, implementation of the INSP Amendment is not anticipated to be associated with any change in environmental impact, compared to that identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, as well as the revisions contained within the INSP Amendment, implementation of the INSP Amendment may substantially increase the impacts identified, or result in new significant impacts, pertaining to circulation and traffic congestion. Therefore, the SEIR will include further analysis pertaining to traffic congestion and circulation impacts. Implementation of the INSP Amendment would not substantially increase the severity of impacts identified, nor would it result in new significant impacts related to transportation safety, or air traffic compatibility that were not identified in the 2018 EIR; since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts pertaining to these impact categories would be expected to emerge or previously identified impacts would become more severe.

3. Air Quality

Air Quality Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Conflict with or obstruct implementation of the applicable air quality plan;	2018 FEIR, Impact 3.3-1	To be evaluated in the Supplemental EIR			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction;	2018 FEIR, Impact 3.3-2	To be evaluated in the Supplemental EIR			
c. Violate an air quality standard and contribute significantly to an existing or projected air quality violation during operation;	2018 FEIR, Impact 3.3-3	To be evaluated in the Supplemental EIR			
d. Result in a cumulatively considerable net increase for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);	2018 FEIR, Impact 3.3-4	To be evaluated in the Supplemental EIR			

Air Quality Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
e. Expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air contaminants;	2018 FEIR, Impact 3.3-5	To be evaluated in the Supplemental EIR			
f. Expose sensitive receptors to substantial carbon monoxide concentrations from increased traffic; or	2018 FEIR, Impact 3.3-6	To be evaluated in the Supplemental EIR			
g. Create objectionable odors affecting a substantial number of people.	2018 FEIR, Impact 3.3-7	No	No	No	N/A

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan (Criterion 3a)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on the applicable air quality plan would be less than significant.

The INSP was written to support regional goals of integrating transit and land use policies to create opportunities for transit-oriented development around the proposed BART station and other transit nodes throughout Livermore; alleviate traffic congestion on I-580; improve air quality; and reduce GHGs and other emissions associated with automobile use. Through implementation of specific policies in line with these objectives and goals, the INSP would reduce emissions and support regional attainment of the California Ambient Air Quality Standards and National Ambient Air Quality Standards.

According to the 2018 EIR, implementation of the INSP would result in lower per capita emissions in the Planning Area in 2040 than forecasted for the Planning Area under the 2017

Clean Air Plan without the INSP, as the 2017 Clean Air Plan would not have assumed the sustainability policies and transit-oriented development patterns that would be implemented under the INSP. Reductions in per capita emissions would help the region attain the ambient air quality standards. Additionally, the INSP includes policies and design standards that incorporate the primary purpose of each control measure from the 2017 Clean Air Plan, and would not cause the disruption, delay, or otherwise hinder implementation of any applicable control measure from the 2017 Clean Air Plan.

Modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining air quality plan compatibility may result, or the significance of previously identified impacts may increase. Further analysis pertaining to air quality plan compatibility in the SEIR is thus required.

Air Quality Standards During Construction (Criterion 3b)

The 2018 EIR determined that the impact associated with the adoption and implementation of the INSP would be less than significant with mitigation.

As stated in the 2018 EIR, construction associated with new land use developments under the INSP would result in the temporary generation of ozone precursors (reactive organic gases [ROG] and oxides of nitrogen[NO_x]), Carbon Monoxide (CO), and particulate matter emissions (PM10 and PM2.5)that could result in short-term impacts on ambient air quality in the Planning Area. The 2018 EIR determined that construction occurring under the INSP could result in criteria pollutant emissions in excess of the Bay Area Air Quality Management District's (BAAQMD's) project-level and criteria pollutant thresholds. As such, construction emissions generated in the Planning Area by implementation of the INSP would result in a potentially significant impact on air quality.

As such, Mitigation Measures MM-AQ-1 and MM-AQ-2, which, as described in the 2018 EIR, require off-road equipment to utilize renewable diesel and for all on-road diesel trucks used for construction activities to have 2010 model year or newer engines, respectively, are recommended to reduce NOx and other criteria pollutant levels associated with construction activities occurring under the Plan. Pursuant to Mitigation Measure MM-AQ-3, the City would be required to track all land use development construction activities occurring in the Planning Area, assess and determine the estimated total emissions for all construction activities that would be concurrently ongoing, and determine the mitigation fees for each development project's applicant to pay on a pro rata basis to BAAQMD to offset their pollutant emissions as necessary such that BAAQMD's daily pollutant thresholds would not be exceeded.

Projects developed under the INSP Amendment would be required to adhere to the mitigation measures described above. However, modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining construction-related air quality may result, or the significance of previously identified impacts may increase. Further analysis pertaining to construction-related air quality impacts in the SEIR is thus required.

Air Quality Violations, Net Increases in Criteria Pollutants, Toxic Air Contaminants (Criteria 3c-e)

The 2018 EIR determined that the impact associated with the adoption and implementation of the INSP on existing or projected air quality violations, cumulative criteria air pollutants, and toxic air contaminants would be significant and unavoidable.

The 2018 EIR determined that, under the INSP, mobile sources would be a primary contributor to ROG, NO_X, CO, PM10, and PM2.5 emissions, with all operational PM10 and PM2.5 emissions exceeding BAAQMD's project-level thresholds. Significant sources of PM10 and PM2.5 include vehicle travel; as total Vehicle Miles Travelled (VMT) would increase under the INSP, emissions from on-road travel by vehicles would increase as well. Because the INSP's mobile-source emissions are generated from passenger vehicles that are not regulated at the City level, there are no feasible mitigation measures available that can be implemented by the City to reduce these PM10 and PM2.5 emissions.

While the INSP would reduce the severity of growth-oriented criteria pollutants by locating uses in proximity to transit (i.e., the future Isabel Valley Link station), fostering bicycle and pedestrian infrastructure, and supporting sustainable land use patterns, including mixed-use design and increased density, individual projects may still generate emissions in excess of BAAQMD's project-level thresholds. Accordingly, the 2018 EIR conservatively identifies operational criteria pollutant emissions associated with development under the INSP as significant.

As the INSP includes the installation of a major transit station to be located in the I-580 median at Isabel Avenue, and is expected to result in an increase in vehicle traffic, the INSP would bring future land uses and associated sensitive receptors in proximity to roadways that are major sources of Toxic Air Contaminants (TAC) emissions while simultaneously generating new vehicle-related TAC emissions. As several roadways within the Planning Area currently exceed the BAAQMD's project-level cancer risk threshold, the future traffic levels from the INSP would further increase these risks and exacerbate cumulative health risks. Consequently, both new and existing sensitive receptors in the Planning Area would be exposed to increased TAC exposure from roadways as a result of the INSP. Development under the INSP may also result in the installation or operation of new stationary sources of TACs.

As stated in the 2018 EIR, construction activities of future development projects under the INSP would also generate Diesel Particulate Matter (DPM) that could expose adjacent receptors to significant health risks. As there may be instances where project-specific conditions preclude the reduction of health risks below adopted thresholds, the 2018 EIR classifies these risks as significant and unavoidable.

The INSP includes policies that would reduce the exposure of new sensitive receptors to existing sources of TAC emissions and reduce the potential for new TAC emissions to exacerbate existing exposure in the Planning Area for existing and potential new receptors. For example, Plan Policies P-ENV-9 and P-ENV-10 outline requirements for projects within certain distances of existing stationary and roadway sources to install indoor air quality

equipment, such as enhanced air filters or equivalent mechanisms, to minimize health risks to future residents. Policy P-ENV-11 would require new large commercial developments to prepare loading plans aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading on nearby sensitive receptors. All new stationary sources would be subject to the permit authority of the BAAQMD. The BAAQMD will not issue a permit for a new permitted source that results in an operational cancer risk in excess of 10.0 cases per million or a hazard index of in excess of 1.0. Consequently, regulatory mechanisms exist that would ensure that cancer and health hazard impacts from stationary sources developed under the INSP would be less than significant but may not be sufficient to address PM2.5 impacts if the source results in significant PM2.5 concentrations.

Implementation of the changes contained within the INSP Amendment is not anticipated to result in any significant changes in the location of emissions-generating land uses, or their position relative to sensitive receptors. The INSP Amendment does not change any policies contained within the INSP for reducing emissions or protecting air quality. However, modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining to construction-related emissions may result, or the significance of previously identified impacts may increase. Further analysis pertaining to construction-related air pollutant emissions in the SEIR is thus required.

Expose Sensitive Receptors to Substantial Carbon Monoxide Pollutant Concentrations from Increased Traffic (Criterion 3f)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on the exposure of sensitive receptors to carbon monoxide would be less than significant.

As discussed in the 2018 EIR, traffic data provided by the project engineers were used to evaluate CO concentrations at the intersections of Isabel Avenue/Airway Boulevard, Livermore Avenue/Portola Avenue, and Isabel Avenue/Jack London Boulevard. These intersections were selected because they have the highest traffic volumes and vehicle delay, and therefore the greatest potential to result in elevated CO concentrations. It was determined that traffic volumes under the INSP would not result in CO concentrations in excess of the State or federal 1- or 8-hour CO standards.

Modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining to carbon monoxide pollutant concentrations may result, or the significance of previously identified impacts may increase. Further analysis pertaining to projected increases in traffic and associated carbon monoxide pollution in the SEIR is thus required.

Create Objectionable Odors Affecting a Substantial Number of People (Criterion 3g)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on the creation of objectionable odors would be less than significant.

As discussed in the 2018 EIR, several potential odor-generating land use types are allowed under the City's existing industrial and manufacturing zoning designations and would continue to be allowed with approval of the INSP. In addition, the amount of industrial and business park land uses has been reduced overall under the INSP as compared to the pre-existing General Plan, and the INSP does not include any policies that would expressly encourage industrial or manufacturing uses.

Based on the INSP's Land Use Diagram, auto-related, industrial, and manufacturing uses would generally be located in areas outside of the half-mile radius from the proposed BART station, and most of the proposed residential uses would be located within a half-mile radius of the station. As such, the land use categories defined under the INSP and their designated locations within the Planning Area under the INSP would serve to minimize impacts associated with odor nuisance.

The INSP Amendment does not contain any changes that would situate odor-causing land uses any closer to residential or other sensitive land uses than they would have been located under the INSP. Thus, changes implemented in the INSP Amendment are not anticipated to have any changes on odor impact, compared to that identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, as well as the revisions contained within the INSP Amendment, implementation of the INSP Amendment would not substantially increase the severity of odor impacts identified, nor would it result in new significant impacts related to odor that were not identified in the 2018 EIR. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new odor impacts would be expected to emerge or previously identified impacts would become more severe.

However, the changes contained within the INSP Amendment are of sufficient scale and scope that they may introduce previously unidentified impacts pertaining to air quality, criteria air pollutants, toxic air contaminants, carbon monoxide pollution, and compatibility with applicable air quality plans, or may increase the severity of impacts previously identified. Further analysis within the SEIR is thus required.

4. Energy, Greenhouse Gases, and Climate Change

Energy, Greenhouse Gases, and Climate Change Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Lead to wasteful, inefficient, or unnecessary consumption of energy;	2018 FEIR, Impact 3.4-1	To be evaluated in the Supplemental EIR			
b. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or	2018 FEIR, Impact 3.4-2	To be evaluated in the Supplemental EIR			
c. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	2018 FEIR, Impact 3.4-3	To be evaluated in the Supplemental EIR			

Wasteful, Inefficient, or Unnecessary Consumption of Energy (Criterion 4a)

The 2018 EIR determined that adoption and implementation of the INSP would have a less-than-significant impact on waste, inefficient, or unnecessary consumption of energy.

The 2018 EIR determined that none of the proposed land uses are expected to require an extraordinary amount of energy consumption during construction, as may occur with large, industrial facilities, like new power plants or dams, because no such land uses are proposed or permitted by the INSP. Additionally, because construction emissions are considered to be relatively short-term emissions that would cease once construction of a project is complete, they would represent a relatively short demand on local and regional fuel supplies that would be easily accommodated. The INSP policies designed to reduce air quality impacts during

construction would also achieve reductions in construction-related energy use. Therefore, construction activities associated with the INSP would not result in a wasteful, inefficient, and unnecessary usage of direct or indirect energy.

Although net new energy consumption would occur under the proposed INSP, a decrease in the per capita energy consumption would occur under the INSP when compared against existing (2013) conditions. Overall, by decreasing demand for energy- and fuel-related energy resources on a per capita basis, operation of future land uses associated with the INSP would not result in a wasteful, inefficient, and unnecessary usage of direct or indirect energy.

None of the changes contained in the INSP Amendment would change INSP policies regarding the reduction of air quality impacts and energy use associated with construction. However, modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining to energy intensity of land use, construction duration, and level of emissions released due to construction may result, or the significance of previously identified impacts may increase. Further analysis pertaining to construction-related air pollutant emissions in the SEIR is thus required.

GHG Emissions (Criteria 4b, 4c)

The 2018 EIR determined that impact of the adoption and implementation of the INSP on the generation of greenhouse gas (GHG) emissions which would have a significant impact on the environment would be less than significant with mitigation.

The 2018 EIR discusses potential releases of GHG emissions in terms of the construction and operational phases of the INSP. As discussed in the 2018 EIR, policies contained within the INSP for implementing construction Best Management Practices (BMPs) would reduce potential GHG emissions; Mitigation Measure MM-AQ-1 would require the use of renewable diesel as construction fleet fuel. These measures were determined to be sufficient to reduce the risk of construction-related GHG emissions to be less than significant.

During operation, sources of direct emissions would include mobile vehicle trips, natural gas combustion, and landscaping activities. Indirect emissions would be generated by electricity consumption, waste and wastewater generation, and water use. The 2018 EIR analyzed GHGs predicted to be emitted in 2025 and 2040 under buildout, and determined that, although the new development that would be introduced by the INSP into the Planning Area would result in net increases in GHG emissions, the INSP's net emissions per service population in both 2025 and 2040 would be lower than the per service population emissions associated with existing (2013) conditions. This is attributed to the transit-oriented development and mixed-use design in the Planning Area resulting from full buildout of the proposed INSP. Thus, implementation of the INSP would aid current efforts to curtail GHG emissions statewide to meet future milestone reduction targets.

Additionally, the INSP would not conflict with the City of Livermore Climate Action Plan (CAP), current AB 32 Scoping Plan, 2017 Scoping Plan, Senate Bill (SB) 375 and Plan Bay Area, or SB 32. While the INSP's operational emissions in 2040 could potentially conflict with the GHG emissions reduction trajectory for 2050 articulated under EO S-3-05, implementation of Mitigation Measure MM-GHG-1, which includes a variety of GHG reduction strategies, would reduce the INSP's GHG emissions in 2040 to a level that would be below its applicable efficiency metric and render these emissions to be consistent with the GHG emissions reduction trajectory for 2050. Thus, with mitigation, implementation of the INSP would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

As the INSP Amendment continues to support mixed-use design and transit-oriented development, GHG emissions per service population associated with full buildout of the INSP Amendment will likely still be lower than those associated with existing conditions. Any development occurring under the INSP Amendment will be required to comply with the mitigation measures described above. However, modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining to GHG emissions may occur, or the severity of impacts previously identified may increase. Further analysis pertaining to GHG emissions in the SEIR is thus required.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, as well as the revisions contained within the INSP Amendment, implementation of the INSP Amendment may substantially increase the severity of impacts identified or result in new significant impacts related to greenhouse gas emissions or energy consumption that were not identified in the 2018 EIR. Analysis of GHG impacts pertaining to the INSP Amendment are thus required in the SEIR.

5. Aesthetics

Aesthetics Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Have a substantial adverse effect on some scenic vistas;	2018 FEIR, Impact 3.5-1	No	No	No	N/A
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;	2018 FEIR, Impact 3.5-2	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings; or	2018 FEIR, Impact 3.5-3	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	2018 FEIR, Impact 3.5-4	No	No	No	N/A

Substantial Adverse Effect on Some Scenic Vistas (Criterion 5a)

The 2018 EIR determined that the adoption and implementation of the INSP would have a significant and unavoidable impact on scenic vistas.

Many of the INSP's policies and standards provide long-term protections of some scenic vistas from the scenic routes and corridors. The INSP establishes new building height limits in select areas to specifically preserve portions of key views of hillsides and ridgelines from I-580. The INSP also establishes new view corridors along Main Street and Montage Drive as well as upper-story building step-backs along Main Street, recognizing that hillside views from within the Planning Area, not just from I-580, are key visual resources. However, the proposed height and intensity of development within the Planning Area would affect some of the existing views of hillsides and ridgelines beyond the city limits to a significant level. The views from I-580 that would be most impacted are oblique views to the north as one approaches the Planning Area from the east and west.

Changes contained within the INSP Amendment are not anticipated to be associated with any changes in development height or intensity, protection of, or accessibility of scenic views. Thus, the INSP Amendment is not anticipated to be associated with any difference in impact on scenic vistas compared to that identified in the 2018 EIR.

Scenic Resources, Visual Character of the Site (Criteria 5b, c)

The 2018 EIR determined that the adoption and implementation of the INSP would have a less-than-significant impact on scenic resources and the visual character and quality of the site.

As discussed in the 2018 EIR, the Planning Area's scenic resources consist primarily of the hillsides and ridgelines to the north and south of the City. As these resources lie outside of the Planning Area, they will not be impacted by implementation of the Plan. Other scenic resources within the Planning Area include existing vegetation and trees along the creeks – specifically, along the Arroyo Las Positas south of I-580 and Collier Canyon Creek north of I-580. However, implementation of the proposed Plan would maintain these areas as open space and therefore would not have a significant impact on this vegetation.

The 2018 EIR determined that some of the existing trees located along the freeway may be removed as part of the INSP, although private development and public improvements associated with the INSP would result in a net increase in trees visible from the freeway. Proposed policies call for tree plantings along creek corridors, streets, and adjacent to buildings, while balancing the desire to preserve views of the hills – the primary scenic resource.

Given the INSP's aim to enhance the visual character of the largely vacant Isabel Neighborhood with well-designed urban development, the potential of the plan to degrade the visual character of the Planning Area is considered less than significant.

The INSP Amendment does not change the footprint of the Planning Area, and thus most scenic resources will continue to exist outside of the Planning Area. Likewise, the INSP Amendment does not contain any changes to open space designations, and thus will not change the protected status of those scenic resources that do fall within the Planning Area. The INSP Amendment does not change policies promoting tree planting. Thus, the INSP Amendment is not expected to have any difference in impact on natural resources than that identified in the 2018 EIR.

Light or Glare (Criterion 5d)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on glare would be less than significant.

As stated in the 2018 EIR, the Livermore General Plan contains policies for controlling outdoor artificial light (see Objectives LU-6.1 and CC-1.3) and Chapter 15.18 of the Livermore Municipal Code contains lighting regulations for commercial and residential areas. Compliance with these policies would reduce potentially significant long-term light and glare impacts. The INSP's design standards would further help to ensure that lighting for new development is held to high design standards for light pollution and glare reduction.

The INSP Amendment contains no change in policy or design standards pertaining to the management or prevention of light and glare. Thus, the INSP Amendment is anticipated to have no difference in impact on light and glare than that identified in the 2018 EIR.

Conclusion

Aesthetic impacts associated with the adoption and implementation of the INSP have been addressed in the 2018 EIR.

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, as well as revisions contained within the INSP Amendment, implementation of the INSP Amendment would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to aesthetics, vistas, scenic resources, or glare that were not identified in the 2018 EIR. The 2018 EIR did not identify any feasible mitigation measures that would be sufficient to eliminate environmental impacts related to aesthetic conditions and resources. Development occurring under the INSP Amendment would be required to comply with City-issued aesthetic and development requirements. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

6. Noise and Vibration

Noise and Vibration Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies;	2018 FEIR, Impact 3.6-1	To be evaluated in the Supplemental EIR			
b. Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels;	2018 FEIR, Impact 3.6-2	No	No	No	N/A
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;	2018 FEIR, Impact 3.6-3	To be evaluated in the Supplemental EIR			
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;	2018 FEIR, Impact 3.6-4	No	No	No	N/A

Noise and Vibration Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
e. Would be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, but would not expose people residing or working in the project area to excessive noise levels; or	2018 FEIR, Impact 3.6-5	No	No	No	N/A
f. Be located in the vicinity of a private airstrip or expose people residing or working in the project area to excessive noise levels.	2018 FEIR, Impact 3.6-6	No	No	No	N/A

Expose Persons to or Generate Noise Levels in Excess of Standards Established in a Local General Plan or Noise Ordinance or Applicable Standards of Other Agencies (Criterion 6a)

The 2018 EIR discussed potential noise exposure associated with the adoption and implementation of the INSP in terms of construction noise, operational traffic noise, train noise from BART, operational noise from noise-generating stationary equipment, and noise associated with special events. Effects of construction noise were determined to be less than significant; effects from operational noise were determined to be significant and unavoidable.

As stated in the 2018 EIR, construction activities associated with future projects would be temporary and related construction noise impacts would be short-term. Each individual construction activity would have the potential to generate noise levels that could be in excess of applicable local thresholds, or that could cause a disturbance to nearby noise-sensitive receptors. The severity of construction-related noise varies with a number of situational factors, many of which cannot be known in advance. Hence, the 2018 EIR assumes that individual projects would be implemented in compliance with City standards and that construction that complies with the time-of-day restrictions would result in less than significant noise impacts.

The 2018 EIR determined that noise levels along three roadway segments would increase by 3 dB or more in areas where with-project noise levels would exceed 60 dBA Ldn, or the applicable land use compatibility guideline: Portola Avenue West of Sandalwood Drive, East Airway Boulevard east of Sutter Street and west of Via Mateo, and East Airway Boulevard east of Via Mateo and West/North of Portola Avenue. Potentially significant noise impacts on sensitive land uses could occur at these three locations. In order to mitigate these effects, the 2018 EIR recommends mitigation measure MM- NOI-1, which requires implementing traffic noise reduction measures at existing sensitive receptors. The 2018 EIR acknowledges, however, that it may not be feasible to implement this measure in all cases. Additionally, the 2018 EIR determined that, under buildout, by 2040 25 roadway segments within the Planning Area would generate traffic whose associated noise would exceed land use compatibility standards. Policies contained with the INSP would alleviate some of these effects by requiring the preparation of a noise or acoustical analysis, when applicable, and requiring noise attenuating design features.

The 2018 EIR determined that noise from operation of BART trains in the City of Livermore (including BART train operations, the Isabel Station, the Isabel Station bus transfer facility, the Isabel Station parking facility, the storage and maintenance facility, and wayside system facilities) would be below the established FTA standards at all analyzed noise sensitive receptors. Noise impacts to sensitive receptors associated with the operation of BART trains were determined to be less than significant.

The 2018 EIR acknowledges that stationary sources of noise, such as car washes, recycling yards, industrial manufacturing facilities, and HVAC equipment could be constructed under the INSP, and that it is not possible at this time to determine the extent to which sensitive land uses would be exposed to these noise sources. However, the 2018 EIR determines that, with the implementation of policies contained in the INSP to limit noise levels, noise impacts from stationary sources would be less than significant.

As the types of events that would occur in the Planning Area's parks and plazas are currently unknown, it is difficult to estimate potential noise generation. However, as any special event in the City would need to obtain a permit and demonstrate that they would comply with the local applicable noise standards, the 2018 EIR determines that noise impacts related to special events occurring in the Planning Area would be less than significant.

No changes contained within the INSP Amendment are anticipated to result in significantly different relationship between roadway noise and sensitive land uses, compared to what was

analyzed in the 2018 EIR. The INSP Amendment does not contain any changes pertaining to noise management policies. However, modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining to construction noise, activities associated with plan buildout, or roadway noise may result, or the significance of previously identified impacts may increase. Further analysis pertaining to these potential noise impacts in the SEIR is thus required.

Vibration or Ground-Borne Noise (Criterion 6b)

The 2018 EIR examines potential vibration impacts from construction, stationary sources, traffic, and trains.

Impacts associated with construction vibration were determined to be significant and unavoidable. As construction equipment operating within 25 feet of sensitive land uses could generate distinctly perceptible vibration, non-pile driving construction activities occurring within 25 feet of sensitive uses could result in significant vibration impacts. In addition, pile driving occurring within approximately 175 feet or 300 feet of sensitive uses for vibratory/sonic pile drivers and impact pile drivers, respectively, could also result in significant vibration impacts. As the specific future projects to be developed under the INSP are not known at this time, and as the level of construction activity that would occur at various locations for future projects is also not known, it is possible the future construction activities could result in significant vibration impacts. As described in the 2018 EIR, proposed policies requiring vibration attenuation measures may help alleviate these impacts. However, even with these measures, it may not be feasible in all cases to mitigate construction vibration from individual projects to a less-than-significant level. While future developments may be able to achieve the necessary reduction through a combination of various different mitigation strategies, it is not possible to determine with a reasonable degree of certainty that it would be feasible for all future development in the Planning Area to do so.

Impacts associated with stationary source vibration were determined to be less than significant, as potential vibration sources would be required to be analyzed on a project level.

As the 2018 EIR assumes that roads within the Planning Area will remain well-maintained, vibration associated with operational traffic was determined to be less than significant.

Vibration analysis associated with the operation of BART was conducted in the BART to Livermore Extension Project Draft EIR (San Francisco Bay Area Rapid Transit District, 2017). Vibration from the proposed BART extension project was evaluated in the 2018 EIR using the general vibration assessment approach described in the FTA guidance, which focuses on public disturbance from vibration. The FTA guidance considers vibration from light rail vehicles and rapid transit vehicles (such as BART) to be similar. Given that the BART tracks are in the middle of I-580, there would be no structures adjacent to the tracks, and vibration impacts related to structural damage were determined not occur in the BART to Livermore Extension EIR. As such, there would be no impacts related to damage from train vibration within the Planning Area. As stated in the 2018 EIR, no Category 2 or Category 3 land uses

would be located within the FTA screening distances from the BART tracks. Combined with policies contained within the INSP to ensure that no facilities that include the use of vibration-sensitive equipment would be located within this 600-foot screening distance of the BART tracks, the vibration impacts from BART operations to INSP development would be less than significant.

Modifications introduced in the INSP Amendment do not constitute a significant enough departure from the INSP that previously unidentified impacts pertaining to the use of vibration-generating equipment and roadway vibration may result, or the significance of previously identified impacts may increase. Further analysis pertaining to potential vibration impacts in the SEIR is not required.

Ambient Noise Levels (Criterion 6c)

The 2018 EIR considers increases in ambient noise levels attributable to traffic and stationary equipment.

As discussed under Criterion 6a, the 2018 EIR determined that adoption and implementation of the INSP on traffic noise would be significant and unavoidable. Similarly, the 2018 EIR determined that existing General Plan policies and policies contained within the INSP would be sufficient to ensure that ambient noise levels associated with the operation of stationary equipment would be less than significant. Further analysis is required in the SEIR to determine if changes in the nature or severity of these impacts may result from changes implemented in the INSP Amendment.

Temporary or Periodic Increase in Ambient Noise Levels (Criterion 6d)

The 2018 EIR discussed potential temporary or periodic noise increases associated with the adoption and implementation of the INSP in terms of construction noise and special event noise. Impacts from both were considered to be less than significant, due to restrictions on these noise-generating activities as discussed under Criterion 6a. These restrictions will not change with the implementation of changes contained in the INSP Amendment. Modifications introduced in the INSP Amendment do not constitute a significant enough departure from the INSP that previously unidentified impacts pertaining temporary or periodic increase in ambient noise levels may result, or the significance of previously identified impacts may increase. Further analysis pertaining to potential temporary and periodic ambient noise increase impacts in the SEIR is not required.

Compatibility with Airport Noise (Criteria 6e, 6f)

As all proposed land uses associated with the INSP would be located in areas where they would be compatible with noise generated from the activities of the Livermore Airport, impacts related to the exposure of people residing or working in the Planning Area to excessive noise levels from aircraft at a public airport would be less than significant.

As described in the 2018 EIR, the closest private airstrip to the Planning Area is the Meadowlark Field Airport. This small private airport has only six aircraft based at the field

and is located over six miles southeast of the Planning Area. At this distance, and based on the size of this private airstrip, no noise effects would occur in the Planning Area as a result of aircraft operating at this airstrip.

The INSP Amendment does not contain any land use changes that would alter land use compatibility with the Livermore Airport or the Meadowlark Field Airport. Thus, significance conclusions pertaining to the INSP Amendment's compatibility with airport noise are not anticipated to significantly change from those identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, as well as the revisions contained within the INSP Amendment, implementation of the INSP Amendment would not substantially increase the severity of impacts identified, nor would it result in new significant impacts to compatibility with airport noise that were not identified in the 2018 EIR. However, modifications introduced in the INSP Amendment constitute a significant enough departure from the INSP that previously unidentified impacts pertaining to other sources of noise and vibration may result, or the significance of previously identified impacts may increase. Further analysis pertaining to potential noise and vibration impacts in the SEIR is thus required.

7. Biological Resources

Biological Resources Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Have a substantial adverse effect, either directly or through habitat modifications, on special-status species;	2018 FEIR, Impact 3.7-1	No	No	No	Yes
b. Would not adversely affect riparian habitat and/or other sensitive natural communities in the Planning Area;	2018 FEIR, Impact 3.7-2	No	No	No	Yes

Biological Resources Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
c. Would not adversely affect federally protected wetlands and other waters regulated under Section 404 of the Clean Water Act;	2018 FEIR, Impact 3.7-3	No	No	No	Yes
d. Would not interfere with the movement of wildlife species;	2018 FEIR, Impact 3.7-4	No	No	No	N/A
e. Would not conflict with the provisions of an adopted conservation plan; or	2018 FEIR, Impact 3.7-5	No	No	No	N/A
f. Would not have the potential to conflict with local policies or ordinances protecting biological resources.	2018 FEIR, Impact 3.7-6	No	No	No	Yes

Special Status Species, Riparian Habitats, and Wetlands (Criterion 7a-c)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on special status species and riparian habitats would be less than significant with mitigation.

According to the 2018 EIR, construction and operational phases of future development within the Planning Area could affect special-status species, sensitive riparian habitats, and wetland features through activities such as: vegetation/site clearing, soil movement, construction waste storage, excavation and placement of fill, soil compaction, water runoff from the construction site, increased vehicle traffic, short-term construction-related noise, degradation of water quality, erosion, and siltation. Indirect effects on wildlife could also

occur as a result of increased light and noise levels, alteration of hydrology or aquatic thermal regime, introduction of invasive (nonnative) species, and introduction of invasive plants. The introduction of invasive plants during construction could also result in indirect impacts on special status plants.

New development within the Planning Area could affect up to 1 acre of riparian vegetation, both during construction and operations, in part due to an increased extent of impermeable surfaces, grading, and altered direction of overland flows. Wetlands could be similarly affected.

However, implementation of the INSP policies and mitigation measures below would avoid or minimize construction and operational impacts on wildlife, riparian habitats, and wetlands to a less-than-significant level. INSP policies to reduce the impact include measures to require that new development incorporate low impact landscape design, provide protective buffers for sensitive habits, avoid tree removal, inventory sensitive resources, and minimize the introduction and spread of invasive plant species.

Mitigation measure MM-BIO-1 requires that, in the case where impacts to special-status plant species are unavoidable, a salvage, relocation, or propagation and monitoring plan be prepared. Mitigation measures MM-BIO-2 through MM-BIO-9 require that nesting birds and special status species occurring within the Planning Area be avoided if possible. Mitigation Measure MM-BIO-10 requires that riparian habitats be avoided and protected during construction; MM-BIO-11 requires that loss of riparian habitat be compensated. MM-BIO-12 requires that wetlands be protected during construction. MM-BIO-13 requires that compensation be provided for construction-related impacts on wetlands.

The INSP Amendment does not contain any changes to development factors—such as construction activities, light and noise levels, or level of impervious surface—that are likely to have an impact on sensitive habitats. The INSP Amendment does not contain any changes to the policies intended to mitigate the impact on sensitive habitats. Thus, the INSP Amendment is not anticipated to result in an impact on sensitive habitats that significantly differs from that identified in the 2018 EIR.

Movement of Wildlife Species (Criterion 7d)

The 2018 EIR determined that the impact of the adaptation and implementation of the INSP on the movement of wildlife species would be less than significant.

Given the surrounding network of existing developed parcels and roads, existing human activity and visitation, and existing human and vehicle noise, the current Planning Area does not likely serve as a habitat corridor; thus, further development projects within the Planning Area are not anticipated to significantly block or interfere with wildlife species movement. These conditions would not change with implementation of the changes contained in the INSP Amendment.

Conservation Plan (Criterion 7e)

The 2018 EIR determined that, due to the fact that the Planning Area is not located within the jurisdiction of a conservation plan, the INSP would have no impact on any conservation plan implementation. These conditions would not change with implementation of the changes contained in the INSP Amendment.

Local Policies or Ordinances Pertaining to Biological Resources (Criterion 7f)

The 2018 EIR determined that the adoption and implementation of the INSP may result in the removal of trees, which would constitute a significant impact in the absence of a permit or appropriate compensation. The INSP includes policies to require that project proponents provide compensation for tree removal during construction, thus rendering the impact less than significant. The INSP Amendment contains no changes to this policy, and thus would not result in a different environmental impact than that identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the INSP Amendment would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to biological resources that were not identified in the 2018 EIR. Any development occurring under the INSP Amendment would be required to comply with the 2018 EIR's biological resources protection mitigation measures, as well as any applicable City-issued development regulations. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

8. Hazards and Hazardous Materials

Hazards and Hazardous Materials Would the project:	Where Impact Was Analyzed in Plan FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials;	2018 FEIR, Impact 3.8-1	No	No	No	N/A

Hazards and Hazardous Materials Would the project:	Where Impact Was Analyzed in Plan FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
b. Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;	2018 FEIR, Impact 3.8-2	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school;	2018 FEIR, Impact 3.8-3	No	No	No	N/A
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, create a significant hazard to the public or environment;	2018 FEIR, Impact 3.8-4	No	No	No	N/A
e. For a project located within an airport land use plan, or, where such a plan has not been adopted, within	2018 FEIR, Impact 3.8-5	No	No	No	N/A

Hazards and Hazardous Materials Would the project:	Where Impact Was Analyzed in Plan FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
two miles of a public airport or public uses airport, the project could result in a safety hazard for people residing or working in the project area;					
f. Not result in a safety hazard for people residing or working within the vicinity of a private airstrip;	2018 FEIR, Impact 3.8-6	No	No	No	N/A
g. Could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or	2018 FEIR, Impact 3.8-7	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	2018 FEIR, Impact 3.8-8	No	No	No	N/A

Transport, Use, and Disposal of Hazardous Materials; Hazardous Material Upset (Criteria 8a, b)

The 2018 EIR determined that the adoption and implementation of the INSP would have a less-than-significant impact on the exposure of the public to hazardous materials.

While land uses permitted in the Planning Area under the INSP may require the use, transport, and disposal of hazardous materials, or may be associated with the accidental release of hazardous materials into the environment, existing federal and State regulations, as well as the City of Livermore's General Plan, require adherence to specific guidelines regarding hazardous material use, emergency response, and cleanup of contaminated sites. These regulations will not change with implementation of the changes contained in the INSP Amendment.

Hazardous Materials in Proximity to Schools (Criterion 8c)

The INSP proposes a school overlay in the northwestern portion of the Planning Area. However, according to the 2018 EIR, INSP policies regarding the emission of hazardous emissions or handling of hazardous materials and wastes would render the potential impact less-than-significant. These policies require that the exposure of new development to hazardous materials be minimized. The INSP Amendment contains no changes to these policies, and thus its impact on the presence of hazardous materials in proximity to schools is not anticipated to differ from that identified in the 2018 EIR.

Development at Hazardous Material Sites (Criterion 8d)

The 2018 EIR determined that the impact of adoption and implementation of the INSP on exposure to hazardous materials sites would be less than significant. As described in the 2018 EIR, there are three sites in the Planning Area that are included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. However, all three of these cases are closed, representing a low to moderate risk of encountering impact during potential future redevelopment. These sites would not be designated residential under the Plan, and the Plan contains policies requiring remediation and cleanup of contaminated sites.

The INSP Amendment does not contain any changes to those portions of the Planning Area classified as residential. Nor does it contain any changes to the policies requiring remediation and cleanup of contaminated sites. Implementation of the changes contained in the INSP Amendment would not change the pre-existing conditions of contaminated sites within the Planning Area, and would not change their likelihood of being used for residential purposes. Thus, the INSP Amendment does not contain any changes that would cause this environmental impact to differ significantly from that identified in the 2018 EIR.

Hazards Associated with Airports and Airstrips (Criteria 8e, f)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on the safety of people residing or working within the project area due to proximity to a public or public uses airport is less than significant.

The INSP retains the boundaries of the Airport Protection Area (APA) but proposes an overlay in the northeast corner of the APA to cover the area where the land use diagram shows new residential uses. In this overlay area, the City would only allow residential uses with conditions aimed at increasing resident awareness. However, the APA was proposed to address noise-related impacts, not safety-related impacts. Therefore, this amendment would not result in a significant environmental impact to safety.

The Airport Land Use Compatibility Plan (ALUCP), adopted by the City and Alameda County in 2012, is the primary document used by the Airport Land Use Commission and the City of Livermore to help promote compatibility between the Livermore Municipal Airport and its surroundings. Section 3.3.2.6 of the ALUCP identifies the APA and prohibits new residential uses and intensification of existing residential uses. However, the ALUCP includes the provision that the County would amend this policy should the City amend the APA policy in the General Plan. Specifically, the ALUCP states: "Should the City of Livermore, after adoption of this ALUCP, modify City of Livermore Resolution 192-91, which establishes the APA, or adopt a new Resolution, the ALUC shall acknowledge the modification of the APA for purposes of transit-oriented residential development around the future Isabel/I-580 BART station in subsequent land use reviews, and shall revise this policy at the earliest possible date as provided by state law." Like the BART station at Isabel Avenue, the Valley Link Isabel station is proposed in the I-580 median at Isabel Avenue. In addition, the Valley Link station would similarly support transit-oriented development within the Isabel Neighborhood.

New development resulting from the INSP would be subject to ALUCP height limits and regulations on airspace protection, in addition to scenic view and land use compatibility factors. These regulations reduce and avoid potential effects associated with building height. Therefore, this amendment would not result in a significant environmental impact. The INSP's Land Use Chapter stipulates that land uses are limited by the ALUCP and all developer applicants shall refer to the ALUCP to verify compatibility of proposed uses, including safety compatibility criteria and airspace protection criteria. Accordingly, the INSP is generally consistent with the ALUCP to prevent safety hazards for people residing and working in the Planning Area near the Livermore Municipal Airport.

There are no private airstrips within the Planning Area. Therefore, implementation of the land use changes and policies consistent with the INSP would have no impact related to the safety hazard for people residing or working in the vicinity of a private airstrip.

Implementation of the changes contained within the INSP Amendment would not change the location of residential development to take place in the Planning Area, nor would it change the development regulations associated with this development. Implementation of the changes within the INSP Amendment would not change pre-existing conditions regarding the location of private airstrips within the Planning Area. Therefore, there are no changes within the INSP Amendment whose implementation would result in an environmental impact significantly different from that identified in the 2018 EIR.

Emergency Response and Evacuation Plans (Criterion 8g)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on the implementation and emergency response and evacuation plans would be less than significant. Implementation of the INSP would result in new development and population growth, resulting in an increase in demand for emergency services, which could affect implementation of the Alameda County LHMP and the proposed Tri-Valley Hazard Mitigation Plan. However, the INSP includes policies to ensure that emergency response plans are maintained and updated, in addition to other policies that maintain and improve emergency preparedness in the city.

The changes contained within the INSP Amendment would not change the fact that INSP Amendment implementation is likely to result in an increase in demand for emergency services. However, the INSP Amendment would not change the policies designed to preserve adequate levels of emergency preparedness. Therefore, the INSP Amendment does not contain any changes whose implementation is likely to result in an environmental impact significantly different from that identified in the 2018 EIR.

Wildfires (Criterion 8h)

The 2018 EIR determined that the impact associated with the adoption and implementation of the INSP on the risk of exposure of people or structures to wildland fires would be less than significant.

None of the Planning Area constitutes a very high fire hazard, and development would be consistent with Livermore's Fire Code and Chapter 9, Fire Protection Systems, of the California Building Code, which requires improvements such as fire sprinkler systems and fire alarms. Furthermore, the INSP includes policies that address emergency access and fire-fighting facilities and services. These policies include working with the LPFD to monitor the need for a new Fire Station and ensuring that LPFD and the Police Department have sufficient staffing to serve all new development.

The changes contained in the INSP Amendment would not change the likelihood of exposure of the Planning Are to wildfires. The INSP Amendment contains no changes to the INSP's fire prevention policies. Thus, implementation of the policies contained in the INSP Amendment is unlikely to result in an environmental impact significantly different from that identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the INSP EIR, implementation of the INSP Amendment would not substantially increase the severity of any impacts identified in the 2018 EIR, nor would it result in new significant impacts related to hazardous materials, airports and air strips, emergency response, or wildfire. The 2018 EIR does not identify any mitigation measures associated with hazard impacts, and none would be required for the INSP Amendment. Development occurring under the INSP Amendment would be required to comply with the City's regulations pertaining to hazard mitigation and emergency access. Since the approval of the INSP, no new information has emerged, nor have

environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

9. Hydrology and Water Quality

Hydrology and Water Quality Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Violate any water quality standards or waste discharge requirements;	2018 FEIR Impact, 3.9-1	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;	2018 FEIR Impact, 3.9-2	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;	2018 FEIR, Impact 3.9-3	No	No	No	N/A

Hydrology and Water Quality Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
d. Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	2018 FEIR, Impact 3.9-4	No	No	No	N/A
e. Create or contribute runoff water which would exceed the capacity of existing planned stormwater drainage systems or provide substantial additional sources of polluted runoff;	2018 FEIR, Impact 3.9-5	No	No	No	N/A
f. Substantially degrade water quality;	2018 FEIR, Impact 3.9-6	No	No	No	N/A

Hydrology and Water Quality Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or structures within a 100-year flood hazard area which would impede or redirect flood flows;	2018 FEIR, Impact 3.9-7	No	No	No	Yes
h. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or	2018 FEIR, Impact 3.9-8	No	No	No	N/A
i. Result in inundation by seiche, tsunami, or mudflow.	2018 FEIR, Impact 3.9-9	No	No	No	N/A

Water Quality Standards and Waste Discharge Requirements (Criterion 9a)

The 2018 EIR determined that the impact of the adaptation and implementation of the INSP on water quality and waste discharge standards and requirements would be less than significant.

The 2018 EIR considers the potential of development occurring under the INSP to violate water quality and waste discharge standards in terms of construction, construction dewatering, and operations. The 2018 EIR identifies a number of construction-related activities that could result in water quality impacts in the form of introduced sediments, turbidity, increases in sediment loads, and contamination by trash, petroleum products, concrete waste, nutrients, paints, and trace metals, among others. The delivery, handling, and storage of construction materials and wastes (e.g., concrete debris), as well as the use of heavy construction equipment, could also result in stormwater contamination, thereby affecting water quality.

Each future development proposal occurring under the INSP would be assessed individually to ensure compliance with applicable NPDES requirements. Future projects implemented under the INSP that would involve the disturbance of more than one acre of land would be subject to the SWRCB Construction General Permit, which requires development and implementation of a SWPPP containing best practice measures for reducing impacts to water quality. Additionally, all projects implemented under the INSP would be required to comply with City and Alameda County grading, erosion, and sediment control ordinances, in addition to policies that limit sedimentation of local and regional storm drain and flood control systems.

Construction dewatering could result in the release of pollutants from spills or other activities and may contaminate groundwater. Projects developed within the Planning Area would be required to comply with the RWQCB's dewatering requirements, where applicable. Compliance with WDRs and dewatering regulations would ensure that dewatering activities are monitored and treated as required and that no violations of any water quality standards or waste discharge requirements occur.

The intensification of land uses by implementation of the INSP may introduce new or additional pollutants, including sediments, trash, petroleum products, metals, and chemicals that could potentially discharge into surface waters either directly or during stormwater runoff events. This could create new or exacerbate existing water quality impairments.

Projects implemented under the INSP would be required to implement Source Control and Treatment Control BMPs to reduce the discharge of pollutants to the maximum extent practicable. Applicable BMPs would be implemented on a case-by-case basis in accordance with Alameda County NPDES permit. Furthermore, the INSP building guidelines include stormwater runoff reduction and capture measures such as interspersing landscaped areas within impervious areas, detention basins, and landscaped open space. As a result, implementation of these INSP guidelines would also prevent operational impacts related to water quality standards or waste discharge requirements. Therefore, operational water quality impacts would be less than significant.

There are no changes within the INSP Amendment that would change substantially change construction activities or land use intensification patterns associated with buildout; the potential impacts to water resources would not change from those identified in the 2018 EIR.

Groundwater (Criterion 9b)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on groundwater supplies and recharge rates would be less than significant.

According to the 2018 EIR, implementation of the INSP would generate an increase in the amount of impervious surfaces associated with the development of up to 4,095 new housing units and up to 2,104,000

square feet of office, commercial, and industrial uses. This increase in impervious surfaces within the Planning Area could potentially decrease infiltration. However, individual projects implemented under the INSP would be required to implement hydromodification BMPs to reduce the volume of runoff. To minimize any adverse effects on hydrology due to stormwater runoff, stormwater management measures would be included as part of the design of each future project implemented under the INSP. Future development in the Planning Area would also be required to conform to Plan design guidelines including stormwater runoff reduction and capture measures such as interspersing landscaped areas within impervious areas and including landscaped open space. With implementation of these requirements and adherence to INSP design guidelines, development under the INSP would not result in a change in impervious surface area such that the infiltration of surface water to groundwater would be affected.

Infill and redevelopment that would occur with implementation of the INSP would result in population growth, thereby increasing demand on water supplies. However, according to the 2018 EIR, the total water demand from the INSP would be accommodated by current water sources and there would not be a net deficit in aquifer volume or a lowering of the local groundwater table level such that the production rate of existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted.

The INSP Amendment contains no changes that would substantially alter the amount of impervious surface at buildout, nor the anticipated magnitude of population growth and associated increase in water demand. Alterations contained within the INSP Amendment would not change the INSP's water protection design guidelines. Thus, implementation of the changes contained within the INSP Amendment would not result in an impact to groundwater that significantly differs from that identified in the 2018 EIR.

Alteration of Existing Drainage Patterns, Erosion, Siltation, Runoff, and Water Quality (Criteria 9c-f)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on existing draining patterns with the potential to cause substantial erosion, siltation, or runoff changes would be less than significant.

While project construction would include excavation and the disturbance of the existing ground surface, thereby exposing bare soil and temporarily altering surface drainage patterns with the potential to cause erosion, siltation, and runoff, construction activities would be required to implement BMPs required by the Construction General Permit and MS4 Permit regulations. Compliance with these regulations would ensure substantial erosion,

siltation, or erosion does not occur. With adherence to regulatory requirements and implementation of the policies and associated design guidelines contained in the INSP, future development within the Planning Area would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

By implementing long-term changes to streetscapes and pedestrian walkways, increasing parking spaces, and otherwise introducing new impervious surfaces, implementation of the INSP would minimally alter local drainage patterns. Adherence to local stormwater guidelines would ensure that projects would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Stormwater management measures would be included as part of the design of each future project implemented under the INSP, including completion of drainage studies. The INSP would not result in the generation of substantial sources of polluted runoff or substantially degrade water quality because development within the Planning Area would be required to comply with NPDES requirements, Phase I MS4 Permit, Provision C.3.c, for post-construction stormwater management including LID.

The changes contained within the INSP Amendment would not substantially construction activities taking place within the Planning Area, and thus would not substantially change the associated potential water quality impacts. Similarly, the INSP Amendment does not contain any changes to the proposed streetscape and pedestrian walkway alternations associated with buildout. The INSP Amendment does not contain any changes to the INSP's water protection policies. Thus, implementation of the INSP Amendment is not anticipated to result in any substantial change in water quality impacts compared to those identified in the 2018 EIR.

Flooding (Criteria 9g-i)

The 2018 EIR determined that the adoption and implementation of the INSP would generally have no impact of the likelihood of exposure to flooding, inundation, or dam failure; however, new projects initiated within the 100-year flood zone are required to be designed so as to reduce flood risk, and a floodplain analysis will be required in the event that a structure or grading for surface parking would alter the floodplain. Implementation of the changes contained in the INSP Amendment would not alter these conditions, and the associated environmental impact would thus not differ from that identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the INSP Amendment would not substantially increase the severity of any impacts identified in the 2018 EIR, nor would it result in new significant impacts related to the quality and management of hydrological features and resources that were not identified in the 2018 EIR. The 2018 EIR did not identify any mitigation measures pertaining to hydrological features, and none would be required for development occurring under the INSP Amendment. Development occurring under the INSP Amendment would be required to

comply with City regulations designed to preserve water quality and accessibility and prevent hazards and land degradation associated with flooding and related events. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

10. Utilities and Service Systems

Utilities and Service Systems Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;	2018 FEIR, Impact 3.10-1	No	No	No	N/A
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;	2018 FEIR, Impact 3.10-2	No	No	No	N/A
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant	2018 FEIR, Impact 3.10-3	No	No	No	N/A

Utilities and Service Systems Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
environmental effects;					
d. Result in insufficient water supplies available to serve the project from existing entitlements and resources, or require expanded entitlements;	2018 FEIR, Impact 3.10-4	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;	2018 FEIR, Impact 3.10-5	No	No	No	N/A
f. Result in solid waste disposal needs that exceed the permitted landfill capacity serving the Planning Area; or	2018 FEIR, Impact 3.10-6	No	No	No	N/A
g. Comply with federal, State, and local statues and	2018 FEIR, Impact 3.10-7	No	No	No	N/A

Utilities and Service Systems Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
regulations related to solid waste.					

Water Utilities (Criteria 10a-e)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on water utilities would be less than significant. Implementation of the INSP would not cause the WRP to exceed wastewater treatment requirements. The 2017 Potable Water System Evaluation determined that there are no infrastructure requirements needed to meet the additional demands of new development under the INSP. The Water Supply Assessment prepared for the INSP and reviewed by Zone 7 and Cal Water indicated that the projected demands are within the existing entitlements and resources planned for future water supply (West Yost Associates, 2017a).

City of Livermore Standard Conditions and Zone 7 regulations require all development projects to meet hydromodification requirements that limit storm runoff from new construction to the pre-project flow levels. This results in a net-zero increase in storm water drainage flowing to and through the existing drainage infrastructure.

None of the changes contained within the INSP Amendment are anticipated to result in a substantial difference in demand for water utilities. Implementation of the INSP Amendment is thus not anticipated to result in substantially different water utility impacts compared to those identified in the 2018 EIR.

Solid Waste (Criteria 10f, g)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on solid waste utilities would be less than significant.

Given the City's ability to meet its disposal targets, as well as the remaining capacity in area landfills, the collection, transfer, recycling, and disposal needs of the projected population increase under the INSP would not result in adverse impacts on landfill facilities. Development of future land uses, as designated in the INSP, would be required to comply with federal, State, and local statutes and regulations related to solid waste.

None of the changes contained in the INSP Amendment are anticipated to result in substantial differences in demand for solid waste services, compared to those evaluated in the 2018 EIR. Associated environmental impacts are not anticipated to substantially differ from those identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the INSP Amendment would not substantially increase the severity of any impacts identified in the 2018 EIR, nor would it result in new significant impacts related to utilities that were not identified in the 2018 EIR. The 2018 EIR did not identify any mitigation measures pertaining to utilities, and none would be required for development occurring under the INSP Amendment. Development occurring under the INSP Amendment would be required to comply with City regulations designed to ensure the continued functioning of water and solid waste utilities. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

11. Public Services and Recreation

Public Services and Recreation Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. 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;	2018 FEIR, Impact 3.11-1	No	No	No	N/A
b. Result in substantial adverse physical or other environmental impacts associated with the provision of new or physically	2018 FEIR, Impact 3.11-2	No	No	No	N/A

Public Services and Recreation Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
altered park facilities, or need for new or physically altered park facilities, construction of which could cause significant environmental impacts; or					
c. Have the potential to 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: fire protection, police protection, or schools.	2018 FEIR, Impact 3.11-3	No	No	No	N/A

Parks and Recreation (Criteria 11a, b)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on the quality of park facilities and any associated environmental impacts would be less than significant.

The level of new residential development would support about 9,800 new residents within the Isabel Neighborhood. This would generate demand for two Neighborhood Parks (or 19.6 acres) and 19.6 acres of Community parkland for a total of about 40 acres, based on LARPD service level standards.

While the combined 38.4-acre park and plaza space would not meet the total estimated parkland demand of 40 acres, the Isabel Neighborhood will have approximately 236.1 acres of combined park, plaza, and passive and scenic open space at build-out.

New development within the Planning Area would be required to dedicate park and recreational facilities or pay in-lieu fees that are used to build and maintain parks and recreational facilities. In the event of a shortage of active recreational facilities (sports fields and courts) in the Planning Area as the area develops, there is an opportunity to develop shared use agreements between the City and Las Positas College to allow Neighborhood residents to access existing athletic facilities at the college for specific hours, days of the week, or purposes. The City is actively pursuing shared use opportunities with Las Positas College. In addition, if a school locates in the School Overlay Zone, the playfields that have been approved at this location could be built. The development of new recreational facilities would be subject to existing building and construction regulations and INSP policies that would ensure that construction activities have a minimal effect on the surrounding environment.

There are no changes contained within the INSP Amendment that would substantially change the number of new residents anticipated at buildout, nor the amount of parkland to be contained in the Planning Area. No part of the INSP Amendment would change the INSP's policies regarding parkland dedication and maintenance. Thus, the impact to parks and recreational facilities under the INSP Amendment is not expected to be substantially different from that identified by the 2018 EIR.

Government Facilities (Criterion 11c)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on the provision of government services, as well as any associated environmental impacts, would be less than significant.

Given that growth under the INSP is accounted for under the existing General Plan, no additional schools would be required to meet overall demand. The combination of Statutory Developer fees, and the INSP policies that support school resources are expected to provide adequate capacity to meet demand for school facilities, resulting in a less-than-significant impact related to school facilities.

According to the LPFD, the existing nearby fire stations would provide sufficient coverage for the Planning Area, and no new facilities would be required to serve new development resulting from implementation of the INSP.

The City of Livermore Police Department increases staffing as needed to keep up with population growth. To serve the overall demand for increased services from both residential and commercial development, the Department estimates an overall need for 15 additional officers by buildout. Given this anticipated need for additional police services and the distance to the main Police Station, the Department anticipates the need for a small police substation in the Isabel Neighborhood for internal police use only (not for the public). The small substation could be incorporated within an existing or new fire station or other public/commercial building. The Police Department would coordinate with Valley Transit and the Fire Department to determine the appropriate location and design for the police facility, as the Plan is implemented. [1] Construction of the substation would comply with policies to reduce environmental impacts.

There is no established industry standard for the amount of library space per capita of population. Since population growth under the INSP is accounted for under the remaining General Plan capacity, it is expected that existing library facilities would accommodate the additional demand for library services. As with other service facilities, the environmental impacts from new or expanded library services would be less than significant due to existing policies and regulations, and INSP policies.

There are no changes contained within the INSP Amendment that are anticipated to lead to substantial differences in demand for schools, fire protection services, police services, or library services, compared to those assessed in the 2018 EIR. Associated environmental impacts are thus not expected to differ substantially compared to those identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the INSP Amendment would not substantially increase the severity of any impacts identified in the 2018 EIR, nor would it result in new significant impacts related to parks, recreation, and government facilities that were not identified in the 2018 EIR. The 2018 EIR does not identify any mitigation measures related to the provision of parks, recreation, and government services, and none would be required for development occurring under the INSP Amendment. Development would be required to comply with City-issued policies regulating the provision of these services. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

[1] August 2017 conversation with Livermore Police Department.

12. Geology and Soils

Geology and Soils Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction, or; landslides;	2018 FEIR, Impact 3.12-1	No	No	No	N/A
b. Result in substantial soil erosion and topsoil loss;	2018 FEIR, Impact 3.12-2	No	No	No	N/A
c. Result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse due to location of structures on a geological unit	2018 FEIR, Impact 3.12-3	No	No	No	N/A

Geology and Soils Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
or soil that is unstable or that would become unstable as a result of the project;					
d. Locate structures on expansive soil, as defined in Section 1803.5.3, Expansive Soil, of the California Building Standards Code (2013), creating substantial risks to life or property; or	2018 FEIR, Impact 3.12-4	No	No	No	N/A
e. Locate structures on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	2018 FEIR, Impact 3.12-5	No	No	No	N/A

Earthquakes (Criterion 12a)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on level of exposure to hazards related to earthquakes, landslides, fault rupture, and ground shaking was less than significant.

Because there are no known active faults within the Planning Area, there would be no impact resulting from the rupture of a known earthquake fault.

Some locations within the Planning Area are prone to liquefaction hazards. Almost all of the areas bordering the Arroyo Las Positas and Collier Canyon Creek are at very high risk of liquefaction due to the presence of soils that are often saturated or characteristic of wetlands. In addition, a small area in the southeast portion of the Planning Area north of East Airway Boulevard and bounding U.S. I-580 is at high risk of liquefaction (ABAG, 2017). However, the majority of these high-risk areas would be preserved as open space in the Plan and would not be developed with buildings or roadways.

In areas of moderate risk of liquefaction where buildings or roadways would be constructed, impacts from ground failure resulting from liquefaction would be addressed through site-specific geotechnical studies prepared in accordance with CBC requirements or Caltrans standards and standard industry practices.

A small area to the north of Portola Avenue and east of Campus Hill Drive may be landslide susceptible due to slopes of 20 percent (see Figure 3.12-3). Most of this area is designated Open Space under the Plan, and a portion is already developed with residential use (Shea Montage Homes). Other nearby landslide-susceptible land is located northwest of the Planning Area, which is designated as Open Space. The remaining areas that are landslide-susceptible land are located outside the Planning Area. The potential for the development of future structures within the Planning Area to exacerbate existing hazards associated with the potential for the occurrence of landslides would be addressed through site-specific geotechnical studies prepared in accordance with CBC requirements and standard industry practices, which would specifically address landslide hazards located in landslide hazard areas

Development occurring under the INSP would be required to conform to the current seismic design provisions of the most current version of the CBC. The CBC contains the latest seismic safety requirements to resist impacts from ground shaking, landslides, and liquefaction. Road construction would be required to conform to Caltrans standards and standard industry practices.

There are no changes contained within the INSP Amendment that would alter open space designations or alter the probability of development occurring in areas of high or moderate earthquake, liquefaction, or landslide potential, compared to what was proposed in the INSP. Therefore, implementation of the INSP Amendment is not anticipated to result in any substantial difference in environmental impact, compared to what was identified in the 2018 EIR.

Soil Suitability for Development (Criteria 12b-d)

The 2018 EIR determined that compliance with applicable codes and regulations would reduce the potential for substantial soil erosion or topsoil loss resulting from implementation of the INSP to be less than significant. Similarly, compliance with standard industry practices and State requirements would ensure that impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapse resulting from implementation of the INSP would be less than significant. Compliance would also require soil and geologic investigations that would identify the presence of expansive and corrosive soils prior to development. These conditions will not change under implementation of the INSP Amendment, and environmental impact is thus not anticipated to change.

Septic Systems (Criterion 12e)

Future development that may result from implementation of the INSP would not require septic systems or other alternative wastewater disposal systems. Therefore, implementation of the INSP would have no impact related to the location of structures on soils incapable of supporting septic tanks or alternative wastewater disposal systems. These conditions will not change under implementation of the INSP Amendment, and environmental impact is thus not anticipated to change.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the INSP Amendment would not substantially increase the severity of any impacts identified in the 2018 EIR, nor would it result in new significant impacts related to earthquakes, soil stability, or septic systems that were not identified in the 2018 EIR. The 2018 EIR did not identify any mitigation measures pertaining to geology and soils, and none would be required for development occurring under the INSP Amendment. Development occurring under the INSP Amendment would be required to comply with City regulations designed to promote soil and land stability and associated development safety. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

13. Cultural and Tribal Resources

Cultural and Tribal Resources Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Cause a substantial change to the significance of a historical resource, defined as physical demolition, destruction, relocation, or alteration of the resources or its immediate surroundings such that the significance of a historical resource would be materially impaired;	2018 FEIR, Impact 3.13-1	No	No	No	No feasible mitigation measure
b. Cause substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;	2018 FEIR, Impact 3.13-2	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;	2018 FEIR, Impact 3.13-3	No	No	No	N/A
d. Result in a significant disturbance to human remains, including those interred	2018 FEIR, Impact 3.13-4	No	No	No	N/A

Cultural and Tribal Resources Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
outside of formal cemeteries; or					
e. Cause a substantial adverse change in the significance of a tribal cultural resource.	2018 FEIR, Impact 3.13-5	No	No	No	N/A

Historical Resources (Criterion 13a)

The 2018 EIR determined that the adoption and implementation of the INSP would result in impacts to historic resources that would be significant and unavoidable. This determination is due to the presence of the Gandolfo Ranch, eligible for listing in the National Register of Historic Properties, that is identified for development of residential or park uses under the INSP. Development of this large agricultural property as proposed would require the parcel to be subdivided into separate lots and roads. The subdivision and development of the property as part of the INSP would result in the demolition, destruction, relocation, and/or alteration of the historical resource such that the significance of the resource would be significantly materially impaired. The INSP Amendment does not contain any changes to the development potential designation of or development policies pertaining to Gandolfo Ranch, and therefore not result in an environmental impact significantly different from that identified in the 2018 EIR.

Archaeological Resources, Paleontological Resources, and Human Remains (Criteria 13b-d)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on archaeological and paleontological resources and human remains would be less than significant. Although implementation of the INSP may result in actions that could adversely affect archaeological resources, paleontological resources, and human remains, the INSP contains policies to require project-level archaeological review of sites that require site-specific environmental review, consultation with paleontologists when necessary, and protection and preservation of any human remains discovered during project activities. These policies would not be changed under the INSP Amendment; environmental impact would thus not change compared to that identified in the 2018 EIR.

Tribal Cultural Resources (Criterion 13e)

After consultation with the NAHC and seven Native American tribes were contacted, pursuant to AB 52 and SB 18, the 2018 EIR concluded that the adoption and implementation of the INSP would have no impact on tribal cultural resources. The INSP Amendment contains no features that would alter this conclusion.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the INSP Amendment would not substantially increase the severity of any impacts identified in the 2018 EIR, nor would it result in new significant impacts related to cultural and tribal resources that were not identified in the 2018 EIR. The 2018 EIR did not identify any feasible mitigation measures pertaining to these resources. Development occurring under the INSP Amendment would be required to comply with City regulations designed to promote soil and land stability and associated development safety. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

14. Agricultural Resources

Agricultural Resources Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Convert Prime Farmland or Unique Farmland to non-agricultural use;	2018 FEIR, Impact 3.14-1	No	No	No	No feasible mitigation measure
b. Conflict with an existing zoning for agricultural use, or a Williamson Act contract; or	2018 FEIR, Impact 3.14-2	No	No	No	No feasible mitigation measure
c. Result in changes in the existing environment which, due to their location	2018 FEIR, Impact 3.14-3	No	No	No	N/A

Agricultural Resources Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
or nature, could result in conversion of Farmland to non-agricultural use.					

Conversion of Prime Farmland (Criterion 14a)

The 2018 EIR determined that the adoption and implementation of the INSP would have a significant and unavoidable impact on the conversion of Prime Farmland into non-agricultural use. This evaluation is due to the presence of several sites throughout the Planning Area that are designated as Prime Farmland and designated as sites for future urban development under the INSP.

Individual projects under the INSP would be required to address impacts on agricultural lands. While these policies would reduce impacts, there would still be a significant and unavoidable impact related to the conversion of Prime Farmland, Farmland of Statewide Importance, or Unique farmland.

The INSP Amendment does not contain any changes to the designated development potential of those parcels designated as Prime Farmland. Nor does it contain any changes to the INSP policies pertaining to development impacts to agricultural lands. Therefore, the environmental impact of the INSP Amendment would not be substantially different from that identified in the 2018 EIR.

Zoning for Agricultural Use (Criterion 14b)

The 2018 EIR determined that the impact of the adoption and implementation of the INSP on agriculturally zoned land would be significant and unavoidable. This is due to the presence of parcels that allow for agricultural uses in the northern portion of the Planning Area, both of which would be zoned for Transition Residential under the INSP. These land designations are not changed under the INSP Amendment, and the resulting environmental impact is thus unchanged from that identified in the 2018 EIR.

Conversion of Farmland to Non-Agricultural Use (14c)

The 2018 EIR determined that the adoption and implementation of the INSP would have a less-than-significant impact of the conversion of farmland to non-agricultural uses. The areas of Unique Farmland and Farmland of Statewide Importance in the periphery of the northwestern part of the Planning Area are located immediately north of lands designated as Business Park and Residential Transition under the INSP. However, these land use designations are proposed where there are existing townhomes and condominiums, offices, business parks, and industrial uses, where people already live and work. Therefore, the INSP would not result in a new threat to existing, active farmland. The INSP Amendment does not make any changes in land use designation of farmland, compared to that analyzed in the 2018 EIR. The environmental impact of the INSP Amendment is thus not anticipated to be substantially different from that identified in the 2018 EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the INSP Amendment would not substantially increase the severity of any impacts identified in the 2018 EIR, nor would it result in new significant impacts related agricultural resources that were not identified in the 2018 EIR. The 2018 EIR did not identify any feasible mitigation measures pertaining to preservation of agricultural resources. Development occurring under the INSP Amendment would be required to comply with City regulations designed to promote soil and land stability and associated development safety. Since the approval of the INSP, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge or previously identified impacts would become more severe.

Mandatory Findings of Significance

Mandatory Findings of Significance Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to	N/A	No	No	No	N/A

Mandatory Findings of Significance Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
eliminate a plant or animal community, 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?					
b. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects).	N/A	No	No	No	N/A
c. Have environmental effects which cause substantial adverse effects on human	N/A	No	No	No	N/A

Mandatory Findings of Significance Would the project:	Where Impact Was Analyzed in 2018 INSP FEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Plan FEIR Mitigation Measures Address/Resolve Impacts?
beings, either directly or indirectly?					

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

Less than Significant Impact. Buildout under the INSP Amendment would not reduce habitat for wildlife species, threaten to eliminate plant and animal communities, reduce the number of rare plants, or disturb important examples of California history and/or prehistory to an extent greater than that identified in the 2018 EIR conducted for the INSP. Additional analysis in the SEIR is not required.

Does the project have impacts which are individually limited, but cumulatively considerable?

Less than Significant Impact. The INSP Amendment would not, in conjunction with other development occurring in the Isabel Neighborhood and City of Livermore, result in significant cumulative environmental impacts to an extent greater than that identified in the 2018 EIR of the INSP. Further analysis in the SEIR is not required.

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

Less than Significant Impact. Buildout under the INSP Amendment would not have a greater potential to result in substantial adverse effects on human beings than that analyzed for the INSP in the original EIR. Further analysis in the SEIR is not required.

D. REFERENCES

Isabel Neighborhood Specific Plan Final Environmental Impact Report (SCH#2016042039). City of Livermore. 2018.

BART to Livermore Extension Final Program Environmental Impact Report Responses to Comments (SCH#2008062026). San Francisco Bay Area Rapid Transit District. 2010.

E. LIST OF PREPARERS

Dyett & Bhatia

- Rajeev Bhatia, Principal
- Jessica Robbins, Planner
- Gina Kotos, Planner

City of Livermore

- Ashley McBride, Associate Planner
- Andy Ross, Associate Planner
- Stephen Riley, Principal Planner
- Bob Vinn, Assistant City Engineer

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

November 25, 2019

Ashley McBride
Livermore, City of
1052 South Livermore Avenue
Livermore, CA 94550

RE: SCH# 2016042039, Isabel Neighborhood Specific Plan Amendment Project, Alameda County

Dear Ms. McBride:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    a. A brief description of the project.
    b. The lead agency contact information.
    c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
    d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
    a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    a. Alternatives to the project.
    b. Recommended mitigation measures.
    c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    a. Type of environmental review necessary.
    b. Significance of the tribal cultural resources.
    c. Significance of the project's impacts on tribal cultural resources.
    d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
    b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. 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.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,

Nancy Gonzalez-Lopez
Staff Services Analyst

cc: State Clearinghouse

Vera, Ashley

From: Teddy Lee <teddylee84@gmail.com>
Sent: Tuesday, December 17, 2019 9:49 PM
To: McBride, Ashley
Subject: Draft Supplemental Environmental Impact Report for the Isabel Neighborhood Specific Plan

CAUTION

This email was sent from outside of the City of Livermore email system. If you do not know the sender, do not click on links or open attachments.

To whom it may concern,

I am a homeowner in the Sage community between Isabel and Portola Avenues directly adjacent to Interstate 580 and near the proposed Isabel train station. My concern with the building of a new rail line and train station is the additional noise that will be generated as a result of this project.

Currently, the sound level that is generated from the freeway is a daily nuisance, especially at night. Assuming the highway will have to be widened to make room for the rail service, it would mean the source of the current highway and additional rail noise will get closer to my property, my fellow homeowner's property, as well as increase in decibels. I would like to propose the addition of a sound wall/barrier to be built along the northern side of Interstate 580 near the Sage community to reduce the additional noise that will be generated as a result of the rail project and highway widening. If you have any questions, please feel free to reply back to me.

Teddy Lee

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

December 20, 2019

SCH #2016042039
GTS # 04-2018-00480
GTS ID: 9208
ALA/580/PM 13.99

Ashley McBride, Associate Planner
City of Livermore, Planning Division
1052 South Livermore Avenue
Livermore, CA 94550

Project: Isabel Neighborhood Specific Plan (INSP) Update – Notice of Preparation (NOP)/Initial Study (IS)

Dear Ashley McBride:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the INSP Update. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the November 2019 NOP/IS.

Project Understanding

The City of Livermore (City) is now considering allowing the INSP to proceed with a Valley Link Station due to the Bay Area Rapid Transit (BART) Board of Directors' decision to not advance BART to Livermore. The Valley Link rail project is a fixed-rail service from the existing Dublin/Pleasanton BART Station to the approved Altamont Corridor Express (ACE) North Lathrop Station, with an ultimate Phase II extension to Stockton. Similar to the BART to Livermore Extension project, Valley Link proposes a rail station at Isabel Avenue. The City intends to retain the proposed base land use designations, allowable densities/intensities, and urban design and other features of the INSP. The only proposed amendments to the INSP are 1) the removal of a parking overlay designation in a small area north of the station, and 2) the incorporation of station design changes. The project is adjacent to both Interstate (I)-580 and State Route (SR)-84. According to Plan Bay Area 2040, the INSP is indicated as a potential Priority Development Area.

Travel Demand Analysis

Please submit an updated travel demand analysis that provides a Vehicle Miles Traveled (VMT) analysis resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes a VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

With respect to the local and regional roadway system, provide project related trip generation, distribution, and assignment estimates. To ensure that queue formation does not create traffic conflicts, the project-generated trips should be added to the existing, future and cumulative scenario traffic volumes for the intersections and freeway ramps listed below. Potential queuing issues should be evaluated including on-ramp storage capacity and analysis of freeway segments near the project; turning movements should also be evaluated. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volume.

- Intersections and Ramps:
    - I-580 and Isabel Avenue on- and off-ramps

Valley Link Coordination

Please ensure that the appropriate coordination between this project and the Valley Link project takes place, especially given that the Valley Link project is currently going through its own separate environmental review process.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4: Suburban Communities** where location efficiency factors, such as community design, are often weak and regional accessibility varies. Given the place, type and size of the project, the INSP should, at minimum, retain its Transportation Demand Management (TDM)

measures as described in the 2018 Draft Environmental Impact Report (DEIR) to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access.

TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would help meet Caltrans Strategic Management Plan sustainability goals.

Additionally, the project should ensure that Valley Link connects with frequent transit services such as Livermore Amador Valley Transit Authority's Route 30R.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.

Transportation Impact Fees

The Lead Agency should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the INSP; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. The City should also consider fair share fees for shuttles that use the public curb space.

The City should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared along with the General Plan. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified in the EIR. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit: https://dot.ca.gov/programs/traffic-operations/transportation-permits.

Prior to construction, coordination is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Utilities

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency

As the Lead Agency, the City is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit https://dot.ca.gov/programs/traffic-operations/ep/applications.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

John Stein, 1334 Kathy Court, Livermore, California 94550

Ashley McBride, Associate Planner
City of Livermore, Planning Division
1052 South Livermore Avenue
Livermore, California 94550

December 20, 2019

Dear Ashley,

I have some concerns regarding the Proposed NOP for the Isabel Neighborhood Specific Plan. I realize that this plan has had a major investment of time and resources; however, the prime reason for it and the underlying shape of the development has been lost. There have been changes since the original Environmental Impact Report was prepared. The most significant is that the BART Board has decided that system maintenance and upgrades has taken priority from suburban extensions. A BART extension to Livermore appears dead. The entire plan was contingent up on the start of a BART extension. The proposed Valley Link is significantly different from the BART extension. It is unclear why the City Council has decided to consider re-adoption of the plan at this time.

Based upon Mr. Vinn's comments at the last Planning Commission meeting there are still major uncertainties in the funding both for construction and operation and maintenance, construction phasing, type of equipment and maintenance, parking type and location, and completion of date of the extension of Valley Link into the Tri-Valley. There is also uncertainty if pedestrian access to the Isabel station will be available from the north side of I580. It is also unclear if a single line system can reliably meeting the proposed level of service.

The questions are will the proposed Supplemental Environmental Report (SEIR) consider all of the various potential alternatives effect on traffic congestion, parking requirements, air quality, generation of greenhouse gasses, ridership, travel times and fare costs. BART is on the top of the funding food chain, with major representation of its area on MTC and ABAG, while Valley Link is not. Based upon funding uncertainty will the SEIR consider the effects of multiyear delays in funding? Will one alternative be no construction of Valley Link or insufficient funding to provide the operational funding for full operation? Why is there not a delay until there is more certainty in the design of the in valley portion of Valley Link? Will Valley Link or the City of Livermore provide funding for parking?

There have been other significant changes. The Livermore Airport now has a high end restaurant, the Fixed Base Operation is in full operation, pilot training and flight operations are increasing. A San Jose is working to close Reid Hillview by 2030 because of noise and safety concerns. This may base more aircraft to Livermore. Will the noise and overflight impacts, particularly in the evening, be reevaluated?

The Livermore Charter School has closed and demographics are changing with seniors selling homes to families with children. Will LVJUSD and LAVATA be contacted as to availability and access to elementary, middle and high school availability and access?

With the widening of I580 and Highway 4 wildlife corridors between the Diablo and Costal Range have been impacte . leading to increased habitat fragmentation. Will the various environmental groups and California Fish and Wildlife as well as local environmental groups be contacted to see if addition protection is needed to protect the critical wildlife corridors in the planning area?

It would appear that before continuing with the Isabel Specific Plan there should be an evaluation of the costs and benefits to current and future Livermore residents? Without the BART constraints could buildings be moved further from I580 reducing noise and air pollution impacts and perhaps impacts on the scenic corridor? Is housing on the south side of I580 needed so close to the Livermore Airport approach? Could more parking be provided north of I580 to reduce traffic impacts? Does it make sense to build high density housing so far from the city's center and public and private services?

Thank you for your attention,

John N Stein

John Stein

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7
100 NORTH CANYONS PARKWAY • LIVERMORE, CA 94551 • PHONE (925) 454-5000 • FAX (925) 454-5727

December 20, 2019

Ashley McBride, Assistant Planner
City of Livermore, Planning Division
1052 South Livermore Avenue
Livermore, CA 94550
Sent by e-mail to: asmcbride@cityoflivermore.net

Re: *Comments on Draft SEIR for the Isabel Neighborhood Plan Draft*

Dear Ms. McBride,

Zone 7 Water Agency (Zone 7, or Zone 7 of the Alameda County Flood Control and Water Conservation District) has reviewed the referenced document in the context of Zone 7's mission to provide water supply, flood protection, and groundwater and stream management within the Livermore-Amador Valley. Following are our comments for your consideration:

1). See Zone 7's comment letter on the 2018 Draft EIR, attached.

We appreciate the opportunity to comment on this project. If you have any questions on this letter, please feel free to contact me at (925) 454-5005 or via email at erank@zone7water.com .

Sincerely,

Elke Rank

Elke Rank
cc: Carol Mahoney, Amparo Flores, file

attachment

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7
100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551-9486 • PHONE (925) 454-5000

February 26, 2018

Ashley McBride, Assistant Planner
City of Livermore, Planning Division
1052 South Livermore Avenue
Livermore, CA 94550
Sent by e-mail to: asmcbride@cityoflivermore.net

Re: *Comments on Isabel Neighborhood Plan Draft EIR*

Dear Ms. McBride,

Zone 7 Water Agency (Zone 7, or Zone 7 of the Alameda County Flood Control and Water Conservation District) has reviewed the referenced document in the context of Zone 7's mission to provide water supply, flood protection, and groundwater and stream management within the Livermore-Amador Valley. Following are our comments for your consideration:

1. Page 3.9-1, last paragraph

There is a reference to LLNL draining wastewater to the Arroyo Seco. Zone 7's line facility designation is "Line P" (along southwestern side of LLNL), not Line P-1, unless it was meant to say it drains to the relocated Arroyo las Positas, Line P-1, located along the northern portion of LLNL. Please confirm and correct accordingly.

2. Page 3.9-2, first paragraph

The Draft EIR states that the Alameda County Flood Control and Water Conservation District is responsible for sections of Arroyo las Positas; please update to read Zone 7 Water Agency. Further, Zone 7 does have some capital improvement plans to modify drainage within the Arroyo las Positas in the Planning Area, which were originally identified in the 2006 Stream Management Master Plan (SMMP). An amendment to the SMMP is nearly complete, which will propose improvements to the reach of Arroyo las Positas north of I-580 and west of the Portola Ave overcrossing, as well as the reach of Arroyo las Positas between Isabel Ave and Airway Blvd. For additional information, contact Jeff Tang at (925) 454-5075.

3. Page 3.9-14, Local Regulations

Several Zone 7 programs and ordinances should be included here:

- **Development Impact Fee.** New development and the expansion of existing development may impose a burden on the existing flood protection and storm drainage infrastructure within the Zone 7 service area. Developments creating new impervious areas within the Livermore-Amador Valley are subject to the assessment of the Development Impact Fee for Flood Protection and Storm Water Drainage. These fees are

collected for Zone 7 by the local governing agency: 1) upon approval of final map for public improvements creating new impervious areas; and/or 2) upon issuance of a building or use permit required for site improvements creating new impervious areas. Fees are dependent on whether post-project impervious area conditions are greater than pre-project conditions and/or whether fees have previously been paid. Please refer to Zone 7's Flood Protection & Storm Water Drainage Development Impact Fee Ordinance and additional information at: http://www.zone7water.com/permits-a-fees .

- **Stream Management Master Plan (SMMP).** Zone 7's SMMP was first completed in 2006, and it identified projects in the Planning Area. These projects are currently planned to be superseded with a new project in the SMMP Amendment to be released in the near term, which will address regional flooding issues. For additional information, contact Jeff Tang at (925) 454-5075.

- **Groundwater Management.** The project area lies over a groundwater basin (Livermore Valley Groundwater Basin) that is used for municipal, industrial, and domestic and irrigation water supply. To support protection of groundwater quality, the project should be consistent with or comply with appropriate plans and regulations such as Zone 7's Salt and Nutrient Management Plan and the Sustainable Groundwater Management Ordinance, the State's Water Recycling Policy (and associated orders), the State's storm water protection measures, and the County's Water Wells Ordinance.

  Our records indicate that there are 30 water wells in the project area (see attached table and maps). Five wells (3S1E1F2, 3S1E1H3, 3S1E1L1, 3S1E1P2, 3S1E2J3) are Zone 7 monitoring program wells owned by Zone 7 Water Agency and will need to be protected. Well 3S1E1P3 is not owned by Zone 7 but is part of Zone 7's monitoring program. This well and the remaining wells need to be protected or decommissioned. The approximate locations are shown on the enclosed Well Location maps. Please immediately notify Zone 7 if any other wells exist in the project area. All well locations should be field verified and noted on the plans.

  Any planned new well, well repair or modification, well decommissioning or destruction, or exploratory soil boring that may intersect groundwater within Zone 7's jurisdiction must by permitted by Zone 7 before starting the work. In addition, a Zone 7 drilling permit is required to dig, drill, bore, drive, advance by direct push any exploratory soil boring 10 feet or greater in depth within the groundwater basins of Zone 7 regardless of groundwater depth. Find more information at: http://www.zone7water.com/permits-a-fees/36-public/content/64-well-drilling-and-destruction-permits, or contact Michelle Parent at (925) 454-5077.

4. Page 3.10-2, Potable and Non-Potable Water, second paragraph

Please add the word "planned" to the sentence as follows: Based on the adopted UWMPs and updated projections, Zone 7 has indicated that there is sufficient ***planned*** water supply at this time to serve the City's General Plan anticipated growth, which accounts for development under the Isabel Neighborhood Plan. This should also be reflected in the Isabel Neighborhood Plan on page 4-21.

5. Land Use Plan Needs Addition of Zone 7 Flood Easement

Per the 2011 El Charro Specific Plan Agreement between the City and Zone 7, the parcel shown circled in blue in the image at right is an easement from the City of Livermore to Zone 7 for flood protection purposes, and therefore should not be zoned for commercial development in the Plan.

6. Relation to BART

BART was proposing to extend their system to a corporation yard north of Portola Ave, yet the Draft EIR only shows where the proposed station ends and does not indicate any additional track extension to the northeast that may be required.

7. Zone 7 Pipeline and Other Infrastructure

Zone 7 has two pipelines/easements within the Plan area. The Altamont Pipeline runs easterly along E. Airway Blvd., from Isabel Ave. to beyond Portola Ave. The Cross-Valley Pipeline runs easterly along Kittyhawk Rd. to a pump station located at the corner of E. Airway & Isabel Ave., then southerly along Isabel Ave. Other water supply facilities are also located within the Planning Area, and need to be protected. Any work within Zone 7's easements will require an encroachment permit. Contact John Koltz, 925-454-5067.

8. Water Supply Assessment

Incorporated here by reference is Zone 7's comment letter to the City of Livermore regarding the Water Supply Assessment for the Isabel Neighborhood Plan. Please review and incorporate as appropriate.

9. Additional Information

Included here for additional information is Zone 7's October 2017 comment letter on the Notice of Availability of Draft Environmental Impact Report for the BART to Livermore Extension, as well as letters to the City of Livermore dated June 2017 and November 2017 regarding the Isabel Plan.

We appreciate the opportunity to comment on this project. If you have any questions on this letter, please feel free to contact me at (925) 454-5005 or via email at erank@zone7water.com .

Sincerely,

Elke Rank

cc: Carol Mahoney, Amparo Flores, file

Attachment 1. Zone 7 comment letter on BART to Livermore Extension Draft EIR, October 2017
Attachment 2a/b. List and maps of known wells in the plan area
Attachment 3. Zone 7 comment letter to Livermore regarding water supply for Isabel Plan, June 2017
Attachment 4. Zone 7 comment letter to Livermore regarding Isabel Plan, November 2017

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7
100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551-9486 • PHONE (925) 454-5000

October 16, 2017

BART to Livermore Extension Project
21st Floor, 300 Lakeside Drive
Oakland, CA 94612.

Sent via e-mail to barttolivermore@bart.gov

Re: Notice of Availability of Draft Environmental Impact Report for the BART to Livermore Extension Project and Public Meetings

Zone 7 Water Agency (Zone 7, or Zone 7 of the Alameda County Flood Control and Water Conservation District) has reviewed the referenced Draft EIR in the context of Zone 7's mission to provide water supply, flood protection, and groundwater and stream management within the Livermore-Amador Valley. We have the following comments for your consideration:

1. **New Development / Impervious Surfaces.** New development and the expansion of existing development may impose a burden on the existing flood protection and storm drainage infrastructure within the Zone 7 service area. Developments creating new impervious areas within the Livermore-Amador Valley are subject to the assessment of the Development Impact Fee for Flood Protection and Storm Water Drainage. These fees are collected for Zone 7 by the local governing agency: 1) upon approval of final map for public improvements creating new impervious areas; and/or 2) upon issuance of a building or use permit required for site improvements creating new impervious areas. Fees are dependent on whether post-project impervious area conditions are greater than pre-project conditions and/or whether fees have previously been paid. Please refer to Zone 7's Flood Protection & Storm Water Drainage Development Impact Fee Ordinance and additional information at: http://www.zone7water.com/permits-a-fees .

2. **Section HYD-9 / Mitigation Measure HYD-5, Impacts to Hydrology.** As noted in the Draft EIR, we expect BART to continue to consult with Zone 7 staff on plans for maintaining the existing hydraulic capacity and velocities for storm flows at channel crossing locations.

3. **Zone 7 Stream Management Master Plan (SMMP) Project R5-2.** Sediment management is a key component for overall regional flood protection. In the 2006 SMMP (which is currently being updated), Zone 7 identified a potential location for a new sedimentation basin along Arroyo Las Positas near Portola Avenue and Interstate 580 (see the Project R5-2 description, attached). The BART project includes facilities near that proposed location. Please contact Jeff Tang, 925-454-5075 or jtang@zone7water.com to discuss potential compatibility of these facilities.

4. **Table 1-1, and page 782:** Zone 7 is the permitting agency for drilling and well permits. Any drilling (well destruction, well construction, geotechnical borings, etc.) must be permitted by Zone 7 before starting work. Find more information at: http://www.zone7water.com/permits-a-fees/36-public/content/64-well-drilling-and-destruction-permits

5. **Existing wells.** Several wells within Zone 7's groundwater monitoring network are within the project limits and have the potential to be impacted. Wells may need to be properly destroyed and a replacement well constructed. BART should consult with Zone 7 for specific rules and practices; contact Matt Katen, 925-454-5071 or mkaten@zone7water.com.

6. **Page 748, last paragraph:** The EIR states that Arroyo Mocho is perennial due to mining discharges. This information is out of date, as the mining companies have not discharged to the Mocho since December 2013. Note also that Zone 7 releases water, when available from the State Water Project, to Arroyo Mocho for groundwater recharge.

7. **Figure 3.H-2:** The depiction of the lakes within the mining area is inaccurate. Lakes F, G, H, and I are not shown but a lake is shown south of where Lake I is. In addition to the image below for reference, included here as an attachment is a pdf with the current pond outlines. Note that due to active mining at some of these lakes, the outline of the lakes can change somewhat from year to year.

Figure 4-B: Map of Future Chain of Lakes

This figure depicts the future Chain of Lakes.

Source: Groundwater Management Program Annual Report 2016 (available at http://www.zone7water.com/36-public/content/76-groundwater-management-program-annual-report)

8. **Zone 7 Existing Facilities.** Water transmission and pumping facilities are located in the Southwest corner of the proposed development at Isabel & East Airway. See Figures 1 and 2, below. We would request that our facility not be within the confines of the BART facilities (including parking areas) to ensure our ability for access during maintenance or emergency activities. Additionally, the Zone 7 facilities could be impacted by construction as it runs along the frontage road of East Airway Ave. Any work with Zone 7's easements will require an encroachment permit; Contact John Koltz, 925-454-5067.

Figure 1. *The red oval indicates the location of a Zone 7 pipeline along the south side of 580 between Santa Rita and Isabel Ave.; this could be impacted by the BART project dependent on how far to the south 580 would be widened to accommodate the BART tracks.*

Figure 2. *The blue line denotes a Zone 7 pipeline and the red rectangle denotes a pumping facility.*

9. **Water Supply Evaluation.** Note that Zone 7 provided comments to the City of Livermore on their Draft Water Supply Assessment for the Isabel Neighborhood Plan, which may be relevant to BART's analysis.

On behalf of Zone 7, I appreciate the opportunity to comment on this project. If you have any questions on this letter, please feel free to contact me at (925) 454-5005 or via email at erank@zone7water.com.

Sincerely,

Elke Rank

Elke Rank

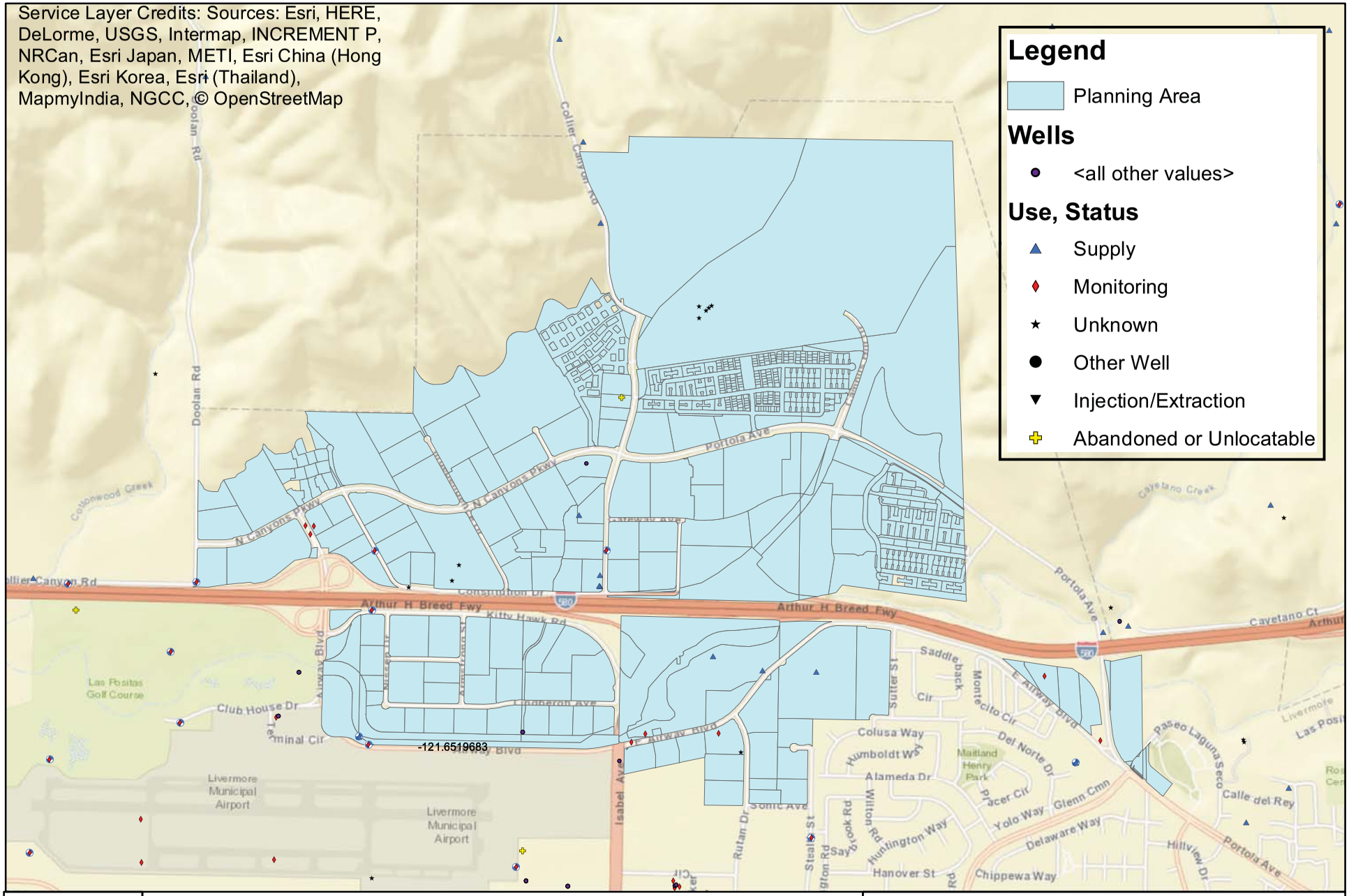
cc: Carol Mahoney, Amparo Flores, Matt Katen, Rhett Alzona, Jeff Tang, Joe Seto, file

Attachments (2)

Isabel Neighborhood Plan Well List

Well Number	Use	Address	City	Location	Basin	Status	ComplDate	PermitNum	Driller	Category	SubCategory	GS_Elev	GElevFromDem
2S/2E 31N 1	unknown	<Null>	<Null>	<Null>	<Null>	unknown	<Null>	0	<Null>	well-static	unknown	473.4	473.3633
2S/2E 31N 2	unknown	<Null>	<Null>	<Null>	<Null>	unknown	<Null>	0	<Null>	well-static	unknown	474.5	474.4546
2S/2E 31N 3	unknown	<Null>	<Null>	<Null>	<Null>	unknown	<Null>	0	<Null>	well-static	unknown	474.4	474.4123
2S/2E 31N 4	unknown	<Null>	<Null>	<Null>	<Null>	unknown	<Null>	0	<Null>	well-static	unknown	474.3	474.2333
2S/2E 31N 5	unknown	<Null>	<Null>	<Null>	<Null>	unknown	<Null>	0	<Null>	well-static	unknown	471.4	471.3096
3S/1E 1F 2	monitor	CONSTITUTION DR & N. CANYONS PKWY	Livermore	<Null>	Mocho II	active	12/18/2000	20231	WOODWARD	well-static	monitor	431.3	431.3042
3S/1E 1F 8	monitor	1051 AIRWAY BLVD	Livermore	<Null>	Camp	unknown	<Null>	27027	APEX	well-static	monitor	443.8	443.9955
3S/1E 1F 9	monitor	1051 AIRWAY BLVD	Livermore	<Null>	Camp	unknown	<Null>	27027	CLOSURE SOLUTIONS	well-static	monitor	443.8	443.6602
3S/1E 1F10	monitor	1051 AIRWAY BLVD	Livermore	<Null>	Camp	unknown	<Null>	27027	CLOSURE SOLUTIONS	well-static	monitor	441.9	441.9184
3S/1E 1G 1	unknown	465 COLLIER CANYON RD	Livermore	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-static	unknown	423.3	423.2601
3S/1E 1H 1	supply	2620 COLLIER CANYON RD.	Livermore	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-supply	supply	422.3	422.4379
3S/1E 1H 3	monitor	COLLIER CANYON CT.	Livermore	<Null>	Mocho II	active	10/19/1977	0	USGS HEW	well-static	monitor	424.2	424.1928
3S/1E 1H 4	supply	2740 COLLIER CANYON RD	Livermore	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-supply	supply	425	425.0229
3S/1E 1J 3	irrigation	Collier Canyon Rd & Constitution Dr	Livermore	<Null>	Mocho II	unknown	4/14/2000	20028	GLENN MARTELL	well-supply	irrigation	420.9	420.8683
3S/1E 1J 4	supply	Collier Canyon Road	Livermore	At corner o	<Null>	active	<Null>	2017083	Hennings Brothers	well-supply	irrigation	<Null>	<Null>
3S/1E 1K 1	unknown	<Null>	<Null>	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-static	unknown	430	430.0116
3S/1E 1K 2	unknown	<Null>	<Null>	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-static	unknown	427.4	427.5027
3S/1E 1L 1	monitor	KITTY HAWK RD & NISSEN DR	Livermore	<Null>	Camp	active	12/19/2000	20230	WOODWARD	well-static	monitor	402.9	402.8736
3S/1E 1P 2	monitor	AIRWAY BLVD ACROSS FROM TOWER	<Null>	<Null>	Amador	active	<Null>	0	USGS HEW	well-static	monitor	390.6	390.5753
3S/1E 1P 3	supply	AIRWAY BLVD	Livermore	<Null>	Amador	inactive	7/28/1988	88288	MAGGIORA BROS.	well-supply	supply	391.2	391.302
3S/1E 2J 3	monitor	COLLIER CYN RD & DOOLAN RD	Livermore	<Null>	Camp	active	7/16/2003	23087	WOODWARD	well-static	monitor	406.9	406.842
3S/2E 5N 6	monitor	800 EAST AIRWAY BLVD	Livermore	<Null>	Mocho II	unknown	4/8/1991	91167	BLYMYER ENGINEERS	well-static	monitor	442.1	441.9813
3S/2E 5N11	monitor	AIRWAY BLVD & PORTOLA AVE	Livermore	<Null>	Mocho II	unknown	8/18/2005	25106	GEOMATRIX	well-static	monitor	445.1	445.119
3S/2E 6L 1	supply	200 EAST AIRWAY BLVD	Livermore	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-supply	supply	405.3	405.324
3S/2E 6L 3	supply	<Null>	<Null>	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-supply	supply	417.1	417.0959
3S/2E 6N 1	monitor	AIRWAY BLVD & RUTAN DR	Livermore	<Null>	Mocho II	unknown	2/2/1989	0	WAHLER ASSOCIATES	well-static	monitor	413.2	413.1471
3S/2E 6N 3	monitor	AIRWAY BLVD & KITTY HAWK RD	Livermore	<Null>	Mocho II	unknown	8/23/2005	25106	GEOMATRIX	well-static	monitor	402.9	402.9144
3S/2E 6N 4	monitor	E. AIRWAY BLVD & KITTY HAWK RD	Livermore	<Null>	Mocho II	unknown	<Null>	28169	GREGG DRILLING	well-static	monitor	404.9	404.9679
3S/2E 6P 1	supply	1487 PORTOLA AVE	Livermore	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-supply	supply	421.4	421.2807
3S/2E 6P 5	unknown	<Null>	<Null>	<Null>	Mocho II	unknown	<Null>	0	<Null>	well-static	unknown	413.3	413.1217

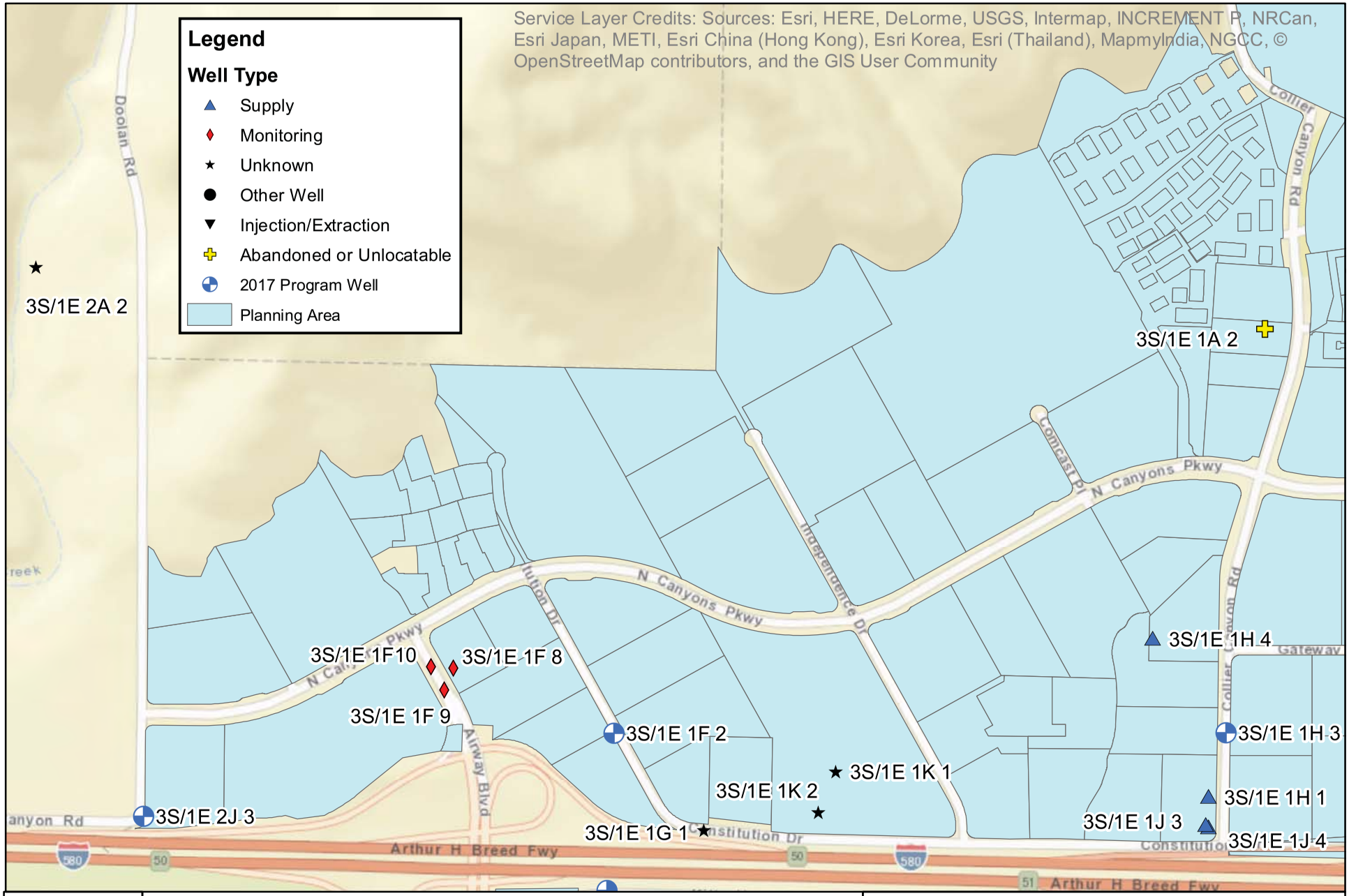
* Zone 7 Program wells are highlighted in red



ZONE 7 WATER AGENCY

100 North Canyons Parkway, Livermore, CA

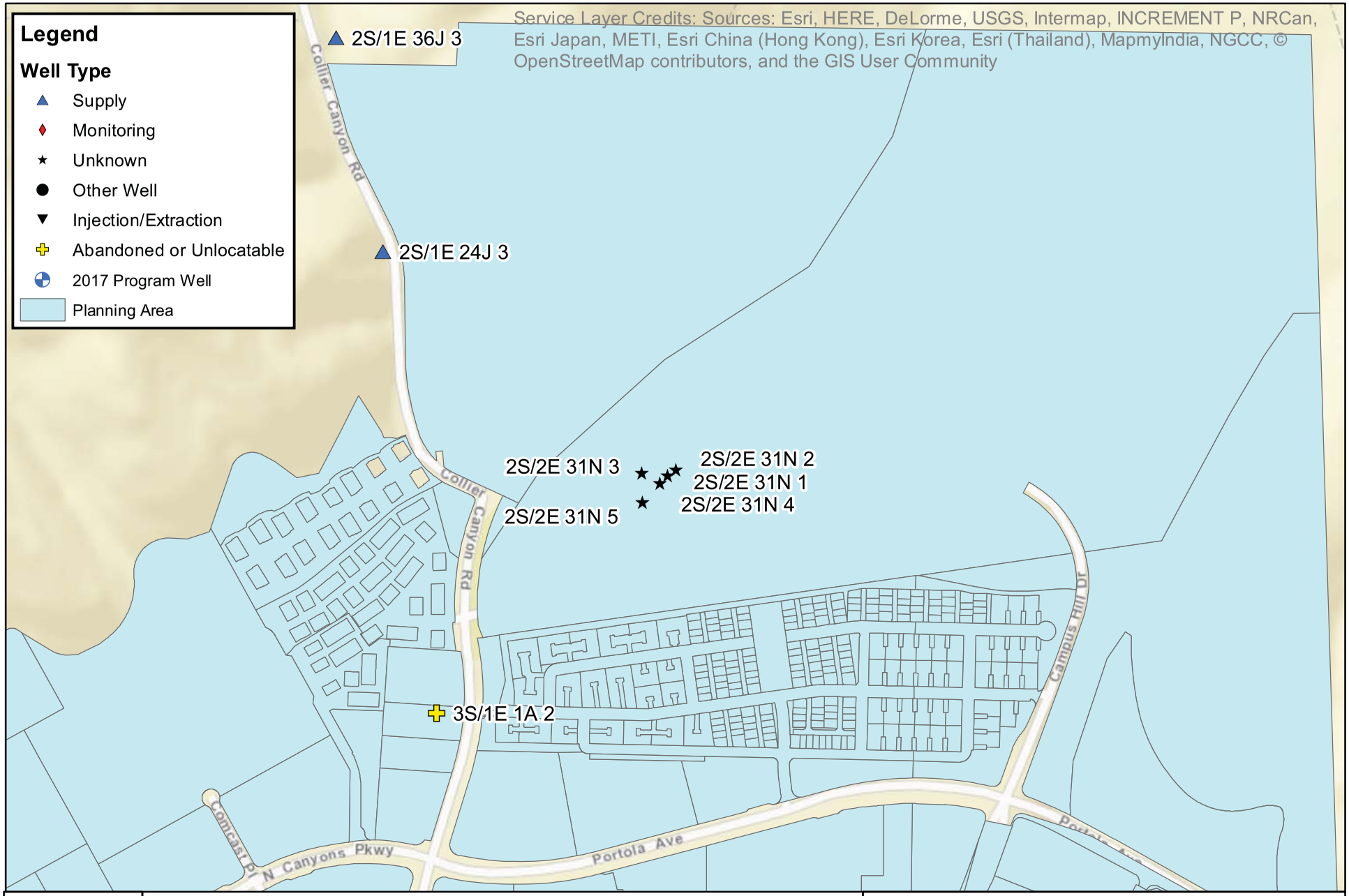
Isabel Neighborhood Plan
Planning Area



ZONE 7 WATER AGENCY

100 North Canyons Parkway, Livermore, CA

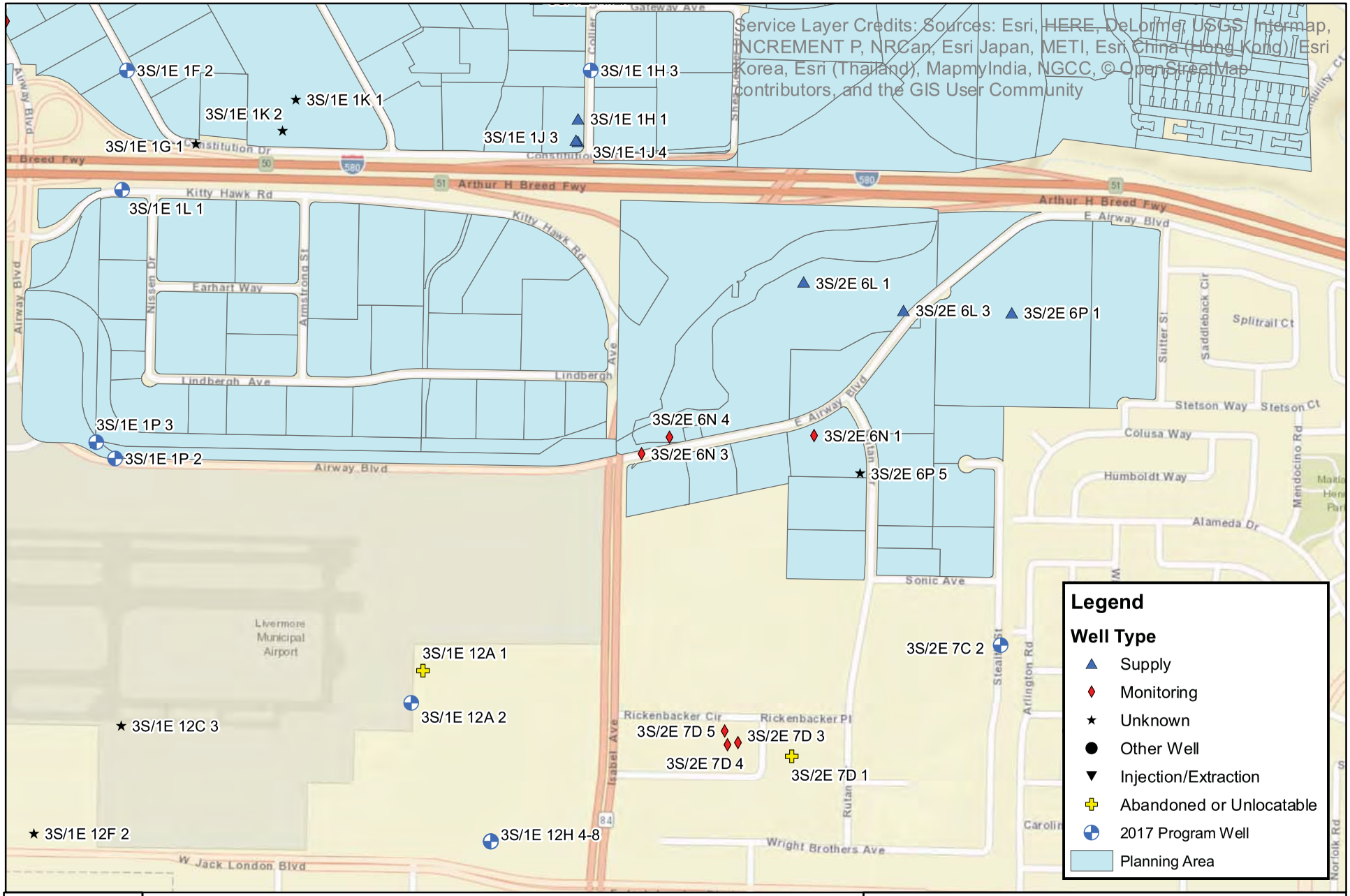
Isabel Neighborhood Plan
Well Location Map 1



ZONE 7 WATER AGENCY

100 North Canyons Parkway, Livermore, CA

Isabel Neighborhood Plan
Well Location Map 2



ZONE 7 WATER AGENCY

100 North Canyons Parkway, Livermore, CA

Isabel Neighborhood Plan
Well Location Map 3

ZONE 7 WATER AGENCY
100 North Canyons Parkway, Livermore, CA

Isabel Neighborhood Plan
Well Location Map 4

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7
100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551-9486 • PHONE (925) 454-5000

ATTACHMENT 3

June 15, 2017

Helen Ling
Water Resources Division Manager
Livermore Water Resources/Public Works Division
101 West Jack London Boulevard.
Livermore, CA 94551

Subject: ***Response to Request for Input on WSA – Isabel Neighborhood Plan***

Dear ~~Ms. Ling~~ Helen:

This letter responds to your letter dated May 15, 2017 regarding *"Request for Input on Water Supply Assessment for Isabel Neighborhood Plan."*

We would like to respond to two separate issues raised in your letter:

1. ***Updated Demand Projections*** - The City of Livermore is currently completing a Draft Water Master Plan that includes updated demand projections based on Livermore's current General Plan. Based on Zone 7's understanding, the analysis indicates that the projected buildout demand will increase from the 6,966 acre-feet annually (AFA) of demand presented in Livermore's 2015 Urban Water Management Plan (UWMP) (Livermore, 2016) to 8,225 AFA, or an increase of 1,259 AFA.

   The UWMP, which is prepared every five years, documents analyses conducted to determine available water supplies for the following twenty years and is the formal document used by Zone 7 and other water agencies to communicate water supply conditions to the public; any updated demand projections provided by Livermore, and other retailers, will therefore be formally analyzed and incorporated, as appropriate, into the 2020 UWMP. Note, however, that Zone 7's projected water supplies as shown in Tables 7-12, 7-13, and 7-14 of Zone 7's 2015 UWMP show excess supplies available under normal and dry conditions. This is intended to include some conservatism for planning purposes, including accounting for extreme conditions and uncertainty in the demand projections. The additional demand estimated by Livermore could likely be served by these planned excess supplies. The requested increase in demand amounts to about 20% of the projected excess supply in 2035, the latest projection in Zone 7's 2015 UMWP (buildout is expected to be nearly complete at this time).

2. ***Isabel Neighborhood Plan*** – According to Livermore's analysis, incorporating the Isabel Neighborhood Plan (INP), a proposed development, into Livermore's General Plan would increase Livermore's total demand by 140 acre feet annually/AFA (67 AFA in the area served by Livermore and 73 AFA in the area served by Cal Water). For the area

served by Livermore, potable water will only be used to meet indoor demands and recycled water will be used provide landscape irrigation. Should the Livermore City Council approve this development, this demand increase is less than 1% of demands for Livermore and Cal Water combined and is therefore not considered a significant increase requiring any interim analysis since it is well within the margin of error for Zone 7's projected water demands and planned future water supplies.

As you know, Zone 7 strongly supports the use of recycled water for landscaping and encourages incorporation of water use efficiency in any future developments such as this one. If you have any questions, please contact either Amparo Flores or me.

Sincerely,

Jill

G.F. Duerig
General Manager

cc: Dan McIntyre, DSRSD
Kathleen Yurchak, Pleasanton
Frank Vallejo, Cal Water
Carol Mahoney
Amparo Flores

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7
100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551-9486 • PHONE (925) 454-5000

ATTACHMENT 4

November 6, 2017

Ashley McBride, Assistant Planner
Livermore Community Development Department
1052 South Livermore Avenue
Livermore, CA 94550

Subject: ***Comments on Draft Sections for Isabel Neighborhood Plan***

Dear Ms. McBride:

Thank you for the opportunity to comment on the preliminary draft sections that are in preparation (introduction and utilities) for the Draft Isabel Neighborhood Plan. In addition to comments previously provided on the draft Water Supply Assessment (attached), Zone 7 has the following comments for your consideration:

INTRODUCTION

- Zone 7's 2006 Stream Management Master Plan should be referenced: "In August 2006, the Zone 7 Board adopted a new flood control master plan, the Stream Management Master Plan (SMMP). The SMMP included 45 individual multi-benefit projects throughout the Livermore-Amador Valley while focusing mainly on regional storage of flood and storm waters within the Chain of Lakes to limit peak flows downstream. The SMMP also focuses on achieving project goals by incorporating multi-benefit and environmentally-friendly objectives, while forming partnerships with related agencies." For more details about flood control project(s) that may be implemented in the area, see Zone 7's comment letter to BART dated October 16, 2017, attached.

SECTION 4.1 UTILITIES

- Under 'Water Supply and Infrastructure,' third paragraph, last sentence, please add the word "planned" to the sentence as follows: *Based on the adopted UWMPs and updated projections, Zone 7 has indicated that there is sufficient* ***planned*** *water supply at this time to serve the City's General Plan anticipated growth, which accounts for development under the Isabel Neighborhood Plan.* Please also see (attached) Zone 7's letter to Helen Ling, City of Livermore's Water Resources Division Manager, dated June 15, 2017, regarding the Water Supply Assessment for the Isabel Neighborhood Plan.

- Water Supply and Infrastructure: Also note that there are Zone 7 facilities (pump stations, turnouts, and pipelines) in the area as follows:

a. The Zone 7 Kittyhawk Pump Station and related facilities (including underground electrical facilities and a discharge structure) as well as a portion of the Altamont Pipeline are in the area of the Southwest corner of Isabel & East Airway.
b. The Zone 7 Liv. #5 Turnout is north of Arroyo Las Positas along Kittyhawk Ave, within the City's Wastewater Pump Station fence line.
c. The Cross Valley Pipeline runs East/West on the south side of I-580 between Santa Rita and Isabel.
d. South of East Airway, the Cross Valley Pipeline runs North/South, on the east side of Isabel (Hwy 84).
e. North of East Airway, the Cross Valley Pipeline runs along Kittyhawk Ave., typically along the south edge.
f. All of the above facilities could be impacted by the Plan. An encroachment permit will be required for any modifications or crossings of the facilities. Please also see attached Zone 7's comment letter to BART dated October 16, 2017.

- Under 'Stormwater,' first paragraph, fifth sentence, please add "and maintains" to the sentence as follows: *Zone 7 only owns **and maintains** the north side of Arroyo Las Positas (Line H) from Isabel to the crossing under Airway Boulevard.*

- Stormwater facilities: Zone 7 owns the portion of Collier Canyon Creek (aka Line M) that runs through Zone 7's North Canyons Office parcel, since Zone 7 purchased the property at 100 North Canyons Parkway earlier this year.

If you have any questions, please contact either Elke Rank or me at (925) 454-5000.

Sincerely,

G.F. Duerig
General Manager

cc: Amparo Flores
Carol Mahoney
Elke Rank

Attachment

Appendix C: Air Quality and Greenhouse Gas Data

This page intentionally left blank.

INSP Update Existing (2013)

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,314.00	Dwelling Unit	34.58	1,314,000.00	3758
Industrial Park	231.55	1000sqft	5.32	231,550.00	0
Junior College (2Yr)	7,237.00	Student	7.25	315,911.24	0
Manufacturing	2,549.28	1000sqft	58.52	2,549,280.00	0
Office Park	713.75	1000sqft	16.39	713,750.00	0
Regional Shopping Center	902.98	1000sqft	20.73	902,980.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2013
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	427	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2013 PG&E pounds of CO2/MWh.

Land Use - Existing (2013) land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match existing (2013) VMT from traffic data.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on the City's existing (2013) solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,356,736.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	7,070,207.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	886,950.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	2,660,850.00	0.00
tblConstructionPhase	NumDays	220.00	0.00
tblConstructionPhase	NumDays	3,100.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	310.00	0.00
tblConstructionPhase	NumDays	220.00	0.00

tblConstructionPhase	NumDays	120.00	0.00
tblConstructionPhase	PhaseEndDate	2/14/2029	4/12/2028
tblConstructionPhase	PhaseEndDate	6/9/2027	7/22/2015
tblConstructionPhase	PhaseEndDate	11/27/2013	2/20/2013
tblConstructionPhase	PhaseEndDate	7/22/2015	5/14/2014
tblConstructionPhase	PhaseEndDate	4/12/2028	6/9/2027
tblConstructionPhase	PhaseEndDate	5/14/2014	11/27/2013
tblFireplaces	NumberWood	223.38	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	427
tblTripsAndVMT	VendorTripNumber	913.00	0.00
tblTripsAndVMT	WorkerTripNumber	2,764.00	0.00
tblTripsAndVMT	WorkerTripNumber	553.00	0.00
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.22
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.62
tblVehicleTrips	ST_TR	2.49	6.80
tblVehicleTrips	ST_TR	0.42	1.22
tblVehicleTrips	ST_TR	1.49	3.80
tblVehicleTrips	ST_TR	1.64	11.36
tblVehicleTrips	ST_TR	49.97	42.49
tblVehicleTrips	SU_TR	5.86	6.62
tblVehicleTrips	SU_TR	0.73	6.80
tblVehicleTrips	SU_TR	0.04	1.22
tblVehicleTrips	SU_TR	0.62	3.80
tblVehicleTrips	SU_TR	0.76	11.36
tblVehicleTrips	SU_TR	25.24	42.49
tblVehicleTrips	WD_TR	6.65	6.62
tblVehicleTrips	WD_TR	6.83	6.80
tblVehicleTrips	WD_TR	1.23	1.22
tblVehicleTrips	WD_TR	3.82	3.80
tblVehicleTrips	WD_TR	11.42	11.36
tblVehicleTrips	WD_TR	42.70	42.49
tblWoodstoves	NumberCatalytic	26.28	0.00
tblWoodstoves	NumberNoncatalytic	26.28	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					
2013	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2013	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	27.2720	0.1423	10.1794	6.6000e-004		0.0550	0.0550		0.0550	0.0550	0.0000	40.7510	40.7510	0.0186	4.5000e-004	41.3498
Energy	0.5782	5.2230	4.1705	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	16,707.1409	16,707.1409	0.8557	0.2593	16,805.7942
Mobile	60.5408	345.4779	729.6804	1.4092	94.8392	6.3890	101.2283	25.5534	6.0891	31.6425	0.0000	128,646.5391	128,646.5391	8.8386	0.0000	128,867.5048
Waste						0.0000	0.0000		0.0000	0.0000	1,417.9609	0.0000	1,417.9609	83.7991	0.0000	3,512.9381
Water						0.0000	0.0000		0.0000	0.0000	297.5581	1,116.4749	1,414.0330	30.6379	0.7373	2,399.7032
Total	**88.3910**	**350.8431**	**744.0303**	**1.4414**	**94.8392**	**6.8435**	**101.6828**	**25.5534**	**6.5436**	**32.0970**	**1,715.5190**	**146,510.9059**	**148,226.4249**	**124.1499**	**0.9970**	**151,627.2901**

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	27.2720	0.1423	10.1794	6.6000e-004		0.0550	0.0550		0.0550	0.0550	0.0000	40.7510	40.7510	0.0186	4.5000e-004	41.3498
Energy	0.5782	5.2230	4.1705	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	16,707.1409	16,707.1409	0.8557	0.2593	16,805.7942
Mobile	60.5408	345.4779	729.6804	1.4092	94.8392	6.3890	101.2283	25.5534	6.0891	31.6425	0.0000	128,646.5391	128,646.5391	8.8386	0.0000	128,867.5048
Waste						0.0000	0.0000		0.0000	0.0000	326.1310	0.0000	326.1310	19.2738	0.0000	807.9758
Water						0.0000	0.0000		0.0000	0.0000	297.5581	1,116.4749	1,414.0330	30.6379	0.7373	2,399.7032
Total	**88.3910**	**350.8431**	**744.0303**	**1.4414**	**94.8392**	**6.8435**	**101.6828**	**25.5534**	**6.5436**	**32.0970**	**623.6891**	**146,510.9059**	**147,134.5950**	**59.6246**	**0.9970**	**148,922.3277**

	ROG	NOx	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**	**63.64**	**0.00**	**0.74**	**51.97**	**0.00**	**1.78**

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	2/21/2013	2/20/2013	5	0	
2	Site Preparation	Site Preparation	11/28/2013	11/27/2013	5	0	
3	Grading	Grading	5/15/2014	5/14/2014	5	0	
4	Building Construction	Building Construction	7/23/2015	7/22/2015	5	0	
5	Paving	Paving	6/10/2027	6/9/2027	5	0	
6	Architectural Coating	Architectural Coating	4/13/2028	4/12/2028	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Existing (2013) - Alameda County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2013

Unmitigated Construction On-Site

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

3.2 Demolition - 2013

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2013

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 - 2013

Unmitigated Construction On-Site

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

3.3 Site Preparation - 2013

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2013

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 - 2014

Unmitigated Construction On-Site

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

3.4 Grading - 2014

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2014

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 - 2015

Unmitigated Construction On-Site

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

3.5 Building Construction - 2015

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2015

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

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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**

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	60.5408	345.4779	729.6804	1.4092	94.8392	6.3890	101.2283	25.5534	6.0891	31.6425	0.0000	128,646.5391	128,646.5391	8.8386	0.0000	128,867.5048
Unmitigated	60.5408	345.4779	729.6804	1.4092	94.8392	6.3890	101.2283	25.5534	6.0891	31.6425	0.0000	128,646.5391	128,646.5391	8.8386	0.0000	128,867.5048

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,694.74	8,694.74	8694.74	29,180,236	29,180,236
Industrial Park	1,573.61	1,573.61	1573.61	5,281,174	5,281,174
Junior College (2Yr)	8,858.09	8,858.09	8858.09	29,728,452	29,728,452
Manufacturing	9,689.81	9,689.81	9689.81	32,519,789	32,519,789
Office Park	8,110.34	8,110.34	8110.34	27,218,954	27,218,954
Regional Shopping Center	38,363.11	38,364.01	38364.01	128,750,516	128,750,516
Total	75,289.70	75,290.60	75,290.60	252,679,121	252,679,121

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.22	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Industrial Park	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Junior College (2Yr)	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Manufacturing	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Office Park	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Regional Shopping Center	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Existing (2013) - Alameda County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10,984.9335	10,984.9335	0.7461	0.1544	11,049.5825
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10,984.9335	10,984.9335	0.7461	0.1544	11,049.5825
NaturalGas Mitigated	0.5782	5.2230	4.1705	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	5,722.2075	5,722.2075	0.1097	0.1049	5,756.2117
NaturalGas Unmitigated	0.5782	5.2230	4.1705	0.0315		0.3995	0.3995		0.3995	0.3995	0.0000	5,722.2075	5,722.2075	0.1097	0.1049	5,756.2117

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.13522e+007	0.0612	0.5231	0.2226	3.3400e-003		0.0423	0.0423		0.0423	0.0423	0.0000	605.7986	605.7986	0.0116	0.0111	609.3986
Industrial Park	3.79047e+006	0.0204	0.1858	0.1561	1.1100e-003		0.0141	0.0141		0.0141	0.0141	0.0000	202.2741	202.2741	3.8800e-003	3.7100e-003	203.4761
Junior College (2Yr)	7.62294e+006	0.0411	0.3737	0.3139	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	406.7890	406.7890	7.8000e-003	7.4600e-003	409.2064
Manufacturing	6.725e+007	0.3626	3.2966	2.7691	0.0198		0.2505	0.2505		0.2505	0.2505	0.0000	3,588.7165	3,588.7165	0.0688	0.0658	3,610.0424
Office Park	1.50744e+007	0.0813	0.7389	0.6207	4.4300e-003		0.0562	0.0562		0.0562	0.0562	0.0000	804.4274	804.4274	0.0154	0.0148	809.2077
Regional Shopping Center	2.14006e+006	0.0115	0.1049	0.0881	6.3000e-004		7.9700e-003	7.9700e-003		7.9700e-003	7.9700e-003	0.0000	114.2019	114.2019	2.1900e-003	2.0900e-003	114.8805
Total		**0.5782**	**5.2230**	**4.1705**	**0.0315**		**0.3995**	**0.3995**		**0.3995**	**0.3995**	**0.0000**	**5,722.2075**	**5,722.2075**	**0.1097**	**0.1049**	**5,756.2117**

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 Mid Rise	1.13522e+007	0.0612	0.5231	0.2226	3.3400e-003		0.0423	0.0423		0.0423	0.0423	0.0000	605.7986	605.7986	0.0116	0.0111	609.3986
Industrial Park	3.79047e+006	0.0204	0.1858	0.1561	1.1100e-003		0.0141	0.0141		0.0141	0.0141	0.0000	202.2741	202.2741	3.8800e-003	3.7100e-003	203.4761
Junior College (2Yr)	7.62294e+006	0.0411	0.3737	0.3139	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	406.7890	406.7890	7.8000e-003	7.4600e-003	409.2064
Manufacturing	6.725e+007	0.3626	3.2966	2.7691	0.0198		0.2505	0.2505		0.2505	0.2505	0.0000	3,588.7165	3,588.7165	0.0688	0.0658	3,610.0424
Office Park	1.50744e+007	0.0813	0.7389	0.6207	4.4300e-003		0.0562	0.0562		0.0562	0.0562	0.0000	804.4274	804.4274	0.0154	0.0148	809.2077
Regional Shopping Center	2.14006e+006	0.0115	0.1049	0.0881	6.3000e-004		7.9700e-003	7.9700e-003		7.9700e-003	7.9700e-003	0.0000	114.2019	114.2019	2.1900e-003	2.0900e-003	114.8805
Total		**0.5782**	**5.2230**	**4.1705**	**0.0315**		**0.3995**	**0.3995**		**0.3995**	**0.3995**	**0.0000**	**5,722.2075**	**5,722.2075**	**0.1097**	**0.1049**	**5,756.2117**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	5.42465e+006	1,050.6680	0.0714	0.0148	1,056.8514
Industrial Park	4.12854e+006	799.6312	0.0543	0.0112	804.3373
Junior College (2Yr)	2.49886e+006	483.9887	0.0329	6.8000e-003	486.8370
Manufacturing	2.10571e+007	4,078.4130	0.2770	0.0573	4,102.4155
Office Park	1.39538e+007	2,702.6294	0.1836	0.0380	2,718.5351
Regional Shopping Center	9.65286e+006	1,869.6032	0.1270	0.0263	1,880.6063
Total		**10,984.9335**	**0.7461**	**0.1544**	**11,049.5825**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	5.42465e+006	1,050.6680	0.0714	0.0148	1,056.8514
Industrial Park	4.12854e+006	799.6312	0.0543	0.0112	804.3373
Junior College (2Yr)	2.49886e+006	483.9887	0.0329	6.8000e-003	486.8370
Manufacturing	2.10571e+007	4,078.4130	0.2770	0.0573	4,102.4155
Office Park	1.39538e+007	2,702.6294	0.1836	0.0380	2,718.5351
Regional Shopping Center	9.65286e+006	1,869.6032	0.1270	0.0263	1,880.6063
Total		**10,984.9335**	**0.7461**	**0.1544**	**11,049.5825**

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	27.2720	0.1423	10.1794	6.6000e-004		0.0550	0.0550		0.0550	0.0550	0.0000	40.7510	40.7510	0.0186	4.5000e-004	41.3498
Unmitigated	27.2720	0.1423	10.1794	6.6000e-004		0.0550	0.0550		0.0550	0.0550	0.0000	40.7510	40.7510	0.0186	4.5000e-004	41.3498

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	3.3828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.5403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.4900e-003	0.0213	9.0400e-003	1.4000e-004		1.7200e-003	1.7200e-003		1.7200e-003	1.7200e-003	0.0000	24.6058	24.6058	4.7000e-004	4.5000e-004	24.7520
Landscaping	0.3465	0.1210	10.1703	5.2000e-004		0.0533	0.0533		0.0533	0.0533	0.0000	16.1451	16.1451	0.0181	0.0000	16.5978
Total	**27.2721**	**0.1423**	**10.1794**	**6.6000e-004**		**0.0550**	**0.0550**		**0.0550**	**0.0550**	**0.0000**	**40.7510**	**40.7510**	**0.0186**	**4.5000e-004**	**41.3498**

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	3.3828					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.5403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.4900e-003	0.0213	9.0400e-003	1.4000e-004		1.7200e-003	1.7200e-003		1.7200e-003	1.7200e-003	0.0000	24.6058	24.6058	4.7000e-004	4.5000e-004	24.7520
Landscaping	0.3465	0.1210	10.1703	5.2000e-004		0.0533	0.0533		0.0533	0.0533	0.0000	16.1451	16.1451	0.0181	0.0000	16.5978
Total	**27.2721**	**0.1423**	**10.1794**	**6.6000e-004**		**0.0550**	**0.0550**		**0.0550**	**0.0550**	**0.0000**	**40.7510**	**40.7510**	**0.0186**	**4.5000e-004**	**41.3498**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,414.0330	30.6379	0.7373	2,399.7032
Unmitigated	1,414.0330	30.6379	0.7373	2,399.7032

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	85.6124 / 53.973	153.4727	2.7983	0.0677	243.5875
Industrial Park	53.5459 / 0	73.1051	1.7486	0.0420	129.3323
Junior College (2Yr)	15.4951 / 24.236	37.5846	0.5071	0.0124	53.9524
Manufacturing	589.521 / 0	804.8599	19.2515	0.4623	1,423.9013
Office Park	126.857 / 77.7513	225.9028	4.1463	0.1002	359.4229
Regional Shopping Center	66.886 / 40.9946	119.1080	2.1861	0.0528	189.5069
Total		**1,414.0330**	**30.6379**	**0.7373**	**2,399.7032**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	85.6124 / 53.973	153.4727	2.7983	0.0677	243.5875
Industrial Park	53.5459 / 0	73.1051	1.7486	0.0420	129.3323
Junior College (2Yr)	15.4951 / 24.236	37.5846	0.5071	0.0124	53.9524
Manufacturing	589.521 / 0	804.8599	19.2515	0.4623	1,423.9013
Office Park	126.857 / 77.7513	225.9028	4.1463	0.1002	359.4229
Regional Shopping Center	66.886 / 40.9946	119.1080	2.1861	0.0528	189.5069
Total		**1,414.0330**	**30.6379**	**0.7373**	**2,399.7032**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	326.1310	19.2738	0.0000	807.9758
Unmitigated	1,417.9609	83.7991	0.0000	3,512.9381

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	604.44	122.6959	7.2511	0.0000	303.9738
Industrial Park	287.12	58.2828	3.4444	0.0000	144.3931
Junior College (2Yr)	1320.75	268.1003	15.8443	0.0000	664.2072
Manufacturing	3161.11	641.6768	37.9220	0.0000	1,589.7270
Office Park	663.79	134.7434	7.9631	0.0000	333.8210
Regional Shopping Center	948.13	192.4618	11.3742	0.0000	476.8160
Total		**1,417.9609**	**83.7991**	**0.0000**	**3,512.9381**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	139.021	28.2201	1.6678	0.0000	69.9140
Industrial Park	66.0376	13.4050	0.7922	0.0000	33.2104
Junior College (2Yr)	303.772	61.6631	3.6442	0.0000	152.7677
Manufacturing	727.055	147.5857	8.7221	0.0000	365.6372
Office Park	152.672	30.9910	1.8315	0.0000	76.7788
Regional Shopping Center	218.07	44.2662	2.6161	0.0000	109.6677
Total		**326.1310**	**19.2738**	**0.0000**	**807.9758**

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

INSP Update Existing (2013)

Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,314.00	Dwelling Unit	34.58	1,314,000.00	3758
Industrial Park	231.55	1000sqft	5.32	231,550.00	0
Junior College (2Yr)	7,237.00	Student	7.25	315,911.24	0
Manufacturing	2,549.28	1000sqft	58.52	2,549,280.00	0
Office Park	713.75	1000sqft	16.39	713,750.00	0
Regional Shopping Center	902.98	1000sqft	20.73	902,980.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2013
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	427	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2013 PG&E pounds of CO2/MWh.

Land Use - Existing (2013) land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match existing (2013) VMT from traffic data.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on the City's existing (2013) solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,356,736.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	7,070,207.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	886,950.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	2,660,850.00	0.00
tblConstructionPhase	NumDays	220.00	0.00
tblConstructionPhase	NumDays	3,100.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	310.00	0.00
tblConstructionPhase	NumDays	220.00	0.00

tblConstructionPhase	NumDays	120.00	0.00
tblConstructionPhase	PhaseEndDate	2/14/2029	4/12/2028
tblConstructionPhase	PhaseEndDate	6/9/2027	7/22/2015
tblConstructionPhase	PhaseEndDate	11/27/2013	2/20/2013
tblConstructionPhase	PhaseEndDate	7/22/2015	5/14/2014
tblConstructionPhase	PhaseEndDate	4/12/2028	6/9/2027
tblConstructionPhase	PhaseEndDate	5/14/2014	11/27/2013
tblFireplaces	NumberWood	223.38	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	427
tblTripsAndVMT	VendorTripNumber	913.00	0.00
tblTripsAndVMT	WorkerTripNumber	2,764.00	0.00
tblTripsAndVMT	WorkerTripNumber	553.00	0.00
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.22
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.62
tblVehicleTrips	ST_TR	2.49	6.80
tblVehicleTrips	ST_TR	0.42	1.22
tblVehicleTrips	ST_TR	1.49	3.80
tblVehicleTrips	ST_TR	1.64	11.36
tblVehicleTrips	ST_TR	49.97	42.49
tblVehicleTrips	SU_TR	5.86	6.62
tblVehicleTrips	SU_TR	0.73	6.80
tblVehicleTrips	SU_TR	0.04	1.22
tblVehicleTrips	SU_TR	0.62	3.80
tblVehicleTrips	SU_TR	0.76	11.36
tblVehicleTrips	SU_TR	25.24	42.49
tblVehicleTrips	WD_TR	6.65	6.62
tblVehicleTrips	WD_TR	6.83	6.80
tblVehicleTrips	WD_TR	1.23	1.22
tblVehicleTrips	WD_TR	3.82	3.80
tblVehicleTrips	WD_TR	11.42	11.36
tblVehicleTrips	WD_TR	42.70	42.49
tblWoodstoves	NumberCatalytic	26.28	0.00
tblWoodstoves	NumberNoncatalytic	26.28	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					
2013	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2013	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543
Energy	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753
Mobile	362.5382	1,816.6489	4,181.7977	8.1921	540.9007	35.0349	575.9356	145.2649	33.3896	178.6545		823,964.9410	823,964.9410	54.1166		825,317.8560
Total	**517.5264**	**1,850.4271**	**4,319.2765**	**8.3951**	**540.9007**	**38.1246**	**579.0253**	**145.2649**	**36.4792**	**181.7442**	**0.0000**	**863,594.7020**	**863,594.7020**	**55.0941**	**0.7229**	**865,187.4856**

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	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543
Energy	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753
Mobile	362.5382	1,816.6489	4,181.7977	8.1921	540.9007	35.0349	575.9356	145.2649	33.3896	178.6545		823,964.9410	823,964.9410	54.1166		825,317.8560
Total	**517.5264**	**1,850.4271**	**4,319.2765**	**8.3951**	**540.9007**	**38.1246**	**579.0253**	**145.2649**	**36.4792**	**181.7442**	**0.0000**	**863,594.7020**	**863,594.7020**	**55.0941**	**0.7229**	**865,187.4856**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/21/2013	2/20/2013	5	0	
2	Site Preparation	Site Preparation	11/28/2013	11/27/2013	5	0	
3	Grading	Grading	5/15/2014	5/14/2014	5	0	
4	Building Construction	Building Construction	7/23/2015	7/22/2015	5	0	
5	Paving	Paving	6/10/2027	6/9/2027	5	0	
6	Architectural Coating	Architectural Coating	4/13/2028	4/12/2028	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Existing (2013) - Alameda County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2013

Unmitigated Construction On-Site

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

3.2 Demolition - 2013

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2013

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

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

3.3 Site Preparation - 2013

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2013

Mitigated Construction Off-Site

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

3.4 Grading - 2014

Unmitigated Construction On-Site

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

3.4 Grading - 2014

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2014

Mitigated Construction Off-Site

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

3.5 Building Construction - 2015

Unmitigated Construction On-Site

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

3.5 Building Construction - 2015

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2015

Mitigated Construction Off-Site

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

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.6 Paving - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.7 Architectural Coating - 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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	362.5382	1,816.6489	4,181.7977	8.1921	540.9007	35.0349	575.9356	145.2649	33.3896	178.6545		823,964.9410	823,964.9410	54.1166		825,317.8560
Unmitigated	362.5382	1,816.6489	4,181.7977	8.1921	540.9007	35.0349	575.9356	145.2649	33.3896	178.6545		823,964.9410	823,964.9410	54.1166		825,317.8560

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,694.74	8,694.74	8694.74	29,180,236	29,180,236
Industrial Park	1,573.61	1,573.61	1573.61	5,281,174	5,281,174
Junior College (2Yr)	8,858.09	8,858.09	8858.09	29,728,452	29,728,452
Manufacturing	9,689.81	9,689.81	9689.81	32,519,789	32,519,789
Office Park	8,110.34	8,110.34	8110.34	27,218,954	27,218,954
Regional Shopping Center	38,363.11	38,364.01	38364.01	128,750,516	128,750,516
Total	75,289.70	75,290.60	75,290.60	252,679,121	252,679,121

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.22	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Industrial Park	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Junior College (2Yr)	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Manufacturing	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Office Park	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Regional Shopping Center	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Existing (2013) - Alameda County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753
NaturalGas Unmitigated	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	31102	0.3354	2.8663	1.2197	0.0183		0.2317	0.2317		0.2317	0.2317		3,659.0612	3,659.0612	0.0701	0.0671	3,680.8052
Industrial Park	10384.9	0.1120	1.0181	0.8552	6.1100e-003		0.0774	0.0774		0.0774	0.0774		1,221.7481	1,221.7481	0.0234	0.0224	1,229.0083
Junior College (2Yr)	20884.8	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	184247	1.9870	18.0634	15.1733	0.1084		1.3728	1.3728		1.3728	1.3728		21,676.0698	21,676.0698	0.4155	0.3974	21,804.8798
Office Park	41299.7	0.4454	4.0490	3.4012	0.0243		0.3077	0.3077		0.3077	0.3077		4,858.7913	4,858.7913	0.0931	0.0891	4,887.6647
Regional Shopping Center	5863.19	0.0632	0.5748	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.7865	689.7865	0.0132	0.0127	693.8856
Total		**3.1682**	**28.6191**	**22.8521**	**0.1728**		**2.1890**	**2.1890**		**2.1890**	**2.1890**		**34,562.4877**	**34,562.4877**	**0.6625**	**0.6337**	**34,767.8753**

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 Mid Rise	31.102	0.3354	2.8663	1.2197	0.0183		0.2317	0.2317		0.2317	0.2317		3,659.0612	3,659.0612	0.0701	0.0671	3,680.8052
Industrial Park	10.3849	0.1120	1.0181	0.8552	6.1100e-003		0.0774	0.0774		0.0774	0.0774		1,221.7481	1,221.7481	0.0234	0.0224	1,229.0083
Junior College (2Yr)	20.8848	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	184.247	1.9870	18.0634	15.1733	0.1084		1.3728	1.3728		1.3728	1.3728		21,676.0698	21,676.0698	0.4155	0.3974	21,804.8798
Office Park	41.2997	0.4454	4.0490	3.4012	0.0243		0.3077	0.3077		0.3077	0.3077		4,858.7913	4,858.7913	0.0931	0.0891	4,887.6647
Regional Shopping Center	5.86319	0.0632	0.5748	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.7865	689.7865	0.0132	0.0127	693.8856
Total		**3.1682**	**28.6191**	**22.8521**	**0.1728**		**2.1890**	**2.1890**		**2.1890**	**2.1890**		**34,562.4877**	**34,562.4877**	**0.6625**	**0.6337**	**34,767.8753**

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	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543
Unmitigated	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543

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	18.5357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	128.9879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.4464	3.8145	1.6232	0.0244		0.3084	0.3084		0.3084	0.3084	0.0000	4,869.5294	4,869.5294	0.0933	0.0893	4,898.4666
Landscaping	3.8501	1.3446	113.0035	5.8100e-003		0.5923	0.5923		0.5923	0.5923		197.7440	197.7440	0.2218		203.2877
Total	**151.8200**	**5.1591**	**114.6267**	**0.0302**		**0.9007**	**0.9007**		**0.9007**	**0.9007**	**0.0000**	**5,067.2734**	**5,067.2734**	**0.3151**	**0.0893**	**5,101.7543**

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	18.5357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	128.9879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.4464	3.8145	1.6232	0.0244		0.3084	0.3084		0.3084	0.3084	0.0000	4,869.5294	4,869.5294	0.0933	0.0893	4,898.4666
Landscaping	3.8501	1.3446	113.0035	5.8100e-003		0.5923	0.5923		0.5923	0.5923		197.7440	197.7440	0.2218		203.2877
Total	**151.8200**	**5.1591**	**114.6267**	**0.0302**		**0.9007**	**0.9007**		**0.9007**	**0.9007**	**0.0000**	**5,067.2734**	**5,067.2734**	**0.3151**	**0.0893**	**5,101.7543**

7.0 Water Detail

7.1 Mitigation Measures Water

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

INSP Update Existing (2013)

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	1,314.00	Dwelling Unit	34.58	1,314,000.00	3758
Industrial Park	231.55	1000sqft	5.32	231,550.00	0
Junior College (2Yr)	7,237.00	Student	7.25	315,911.24	0
Manufacturing	2,549.28	1000sqft	58.52	2,549,280.00	0
Office Park	713.75	1000sqft	16.39	713,750.00	0
Regional Shopping Center	902.98	1000sqft	20.73	902,980.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2013
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	427	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2013 PG&E pounds of CO2/MWh.

Land Use - Existing (2013) land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match existing (2013) VMT from traffic data.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on the City's existing (2013) solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	2,356,736.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	7,070,207.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	886,950.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	2,660,850.00	0.00
tblConstructionPhase	NumDays	220.00	0.00
tblConstructionPhase	NumDays	3,100.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	310.00	0.00
tblConstructionPhase	NumDays	220.00	0.00

tblConstructionPhase	NumDays	120.00	0.00
tblConstructionPhase	PhaseEndDate	2/14/2029	4/12/2028
tblConstructionPhase	PhaseEndDate	6/9/2027	7/22/2015
tblConstructionPhase	PhaseEndDate	11/27/2013	2/20/2013
tblConstructionPhase	PhaseEndDate	7/22/2015	5/14/2014
tblConstructionPhase	PhaseEndDate	4/12/2028	6/9/2027
tblConstructionPhase	PhaseEndDate	5/14/2014	11/27/2013
tblFireplaces	NumberWood	223.38	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	427
tblTripsAndVMT	VendorTripNumber	913.00	0.00
tblTripsAndVMT	WorkerTripNumber	2,764.00	0.00
tblTripsAndVMT	WorkerTripNumber	553.00	0.00
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TL	7.30	9.22
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.22
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.62
tblVehicleTrips	ST_TR	2.49	6.80
tblVehicleTrips	ST_TR	0.42	1.22
tblVehicleTrips	ST_TR	1.49	3.80
tblVehicleTrips	ST_TR	1.64	11.36
tblVehicleTrips	ST_TR	49.97	42.49
tblVehicleTrips	SU_TR	5.86	6.62
tblVehicleTrips	SU_TR	0.73	6.80
tblVehicleTrips	SU_TR	0.04	1.22
tblVehicleTrips	SU_TR	0.62	3.80
tblVehicleTrips	SU_TR	0.76	11.36
tblVehicleTrips	SU_TR	25.24	42.49
tblVehicleTrips	WD_TR	6.65	6.62
tblVehicleTrips	WD_TR	6.83	6.80
tblVehicleTrips	WD_TR	1.23	1.22
tblVehicleTrips	WD_TR	3.82	3.80
tblVehicleTrips	WD_TR	11.42	11.36
tblVehicleTrips	WD_TR	42.70	42.49
tblWoodstoves	NumberCatalytic	26.28	0.00
tblWoodstoves	NumberNoncatalytic	26.28	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					
2013	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2013	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2015	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543
Energy	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753
Mobile	339.1998	1,947.9141	4,208.1124	7.6968	540.9007	35.3010	576.2017	145.2649	33.6442	178.9091		774,126.9734	774,126.9734	54.9357		775,500.3654
Total	**494.1881**	**1,981.6923**	**4,345.5912**	**7.8997**	**540.9007**	**38.3907**	**579.2914**	**145.2649**	**36.7339**	**181.9988**	**0.0000**	**813,756.7345**	**813,756.7345**	**55.9132**	**0.7229**	**815,369.9950**

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	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543
Energy	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753
Mobile	339.1998	1,947.9141	4,208.1124	7.6968	540.9007	35.3010	576.2017	145.2649	33.6442	178.9091		774,126.9734	774,126.9734	54.9357		775,500.3654
Total	**494.1881**	**1,981.6923**	**4,345.5912**	**7.8997**	**540.9007**	**38.3907**	**579.2914**	**145.2649**	**36.7339**	**181.9988**	**0.0000**	**813,756.7345**	**813,756.7345**	**55.9132**	**0.7229**	**815,369.9950**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/21/2013	2/20/2013	5	0	
2	Site Preparation	Site Preparation	11/28/2013	11/27/2013	5	0	
3	Grading	Grading	5/15/2014	5/14/2014	5	0	
4	Building Construction	Building Construction	7/23/2015	7/22/2015	5	0	
5	Paving	Paving	6/10/2027	6/9/2027	5	0	
6	Architectural Coating	Architectural Coating	4/13/2028	4/12/2028	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Existing (2013) - Alameda County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2013

Unmitigated Construction On-Site

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

3.2 Demolition - 2013

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2013

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

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

3.3 Site Preparation - 2013

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2013

Mitigated Construction Off-Site

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

3.4 Grading - 2014

Unmitigated Construction On-Site

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

3.4 Grading - 2014

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2014

Mitigated Construction Off-Site

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

3.5 Building Construction - 2015

Unmitigated Construction On-Site

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

3.5 Building Construction - 2015

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2015

Mitigated Construction Off-Site

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

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.6 Paving - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.7 Architectural Coating - 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	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	339.1998	1,947.9141	4,208.1124	7.6968	540.9007	35.3010	576.2017	145.2649	33.6442	178.9091		774,126.9734	774,126.9734	54.9357		775,500.3654
Unmitigated	339.1998	1,947.9141	4,208.1124	7.6968	540.9007	35.3010	576.2017	145.2649	33.6442	178.9091		774,126.9734	774,126.9734	54.9357		775,500.3654

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	8,694.74	8,694.74	8694.74	29,180,236	29,180,236
Industrial Park	1,573.61	1,573.61	1573.61	5,281,174	5,281,174
Junior College (2Yr)	8,858.09	8,858.09	8858.09	29,728,452	29,728,452
Manufacturing	9,689.81	9,689.81	9689.81	32,519,789	32,519,789
Office Park	8,110.34	8,110.34	8110.34	27,218,954	27,218,954
Regional Shopping Center	38,363.11	38,364.01	38364.01	128,750,516	128,750,516
Total	75,289.70	75,290.60	75,290.60	252,679,121	252,679,121

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.22	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.22	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Industrial Park	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Junior College (2Yr)	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Manufacturing	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Office Park	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928
Regional Shopping Center	0.542522	0.050811	0.188180	0.116444	0.023901	0.005213	0.020538	0.039278	0.001869	0.004398	0.005686	0.000232	0.000928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Existing (2013) - Alameda County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753
NaturalGas Unmitigated	3.1682	28.6191	22.8521	0.1728		2.1890	2.1890		2.1890	2.1890		34,562.4877	34,562.4877	0.6625	0.6337	34,767.8753

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	31102	0.3354	2.8663	1.2197	0.0183		0.2317	0.2317		0.2317	0.2317		3,659.0612	3,659.0612	0.0701	0.0671	3,680.8052
Industrial Park	10384.9	0.1120	1.0181	0.8552	6.1100e-003		0.0774	0.0774		0.0774	0.0774		1,221.7481	1,221.7481	0.0234	0.0224	1,229.0083
Junior College (2Yr)	20884.8	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	184247	1.9870	18.0634	15.1733	0.1084		1.3728	1.3728		1.3728	1.3728		21,676.0698	21,676.0698	0.4155	0.3974	21,804.8798
Office Park	41299.7	0.4454	4.0490	3.4012	0.0243		0.3077	0.3077		0.3077	0.3077		4,858.7913	4,858.7913	0.0931	0.0891	4,887.6647
Regional Shopping Center	5863.19	0.0632	0.5748	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.7865	689.7865	0.0132	0.0127	693.8856
Total		**3.1682**	**28.6191**	**22.8521**	**0.1728**		**2.1890**	**2.1890**		**2.1890**	**2.1890**		**34,562.4877**	**34,562.4877**	**0.6625**	**0.6337**	**34,767.8753**

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 Mid Rise	31.102	0.3354	2.8663	1.2197	0.0183		0.2317	0.2317		0.2317	0.2317		3,659.0612	3,659.0612	0.0701	0.0671	3,680.8052
Industrial Park	10.3849	0.1120	1.0181	0.8552	6.1100e-003		0.0774	0.0774		0.0774	0.0774		1,221.7481	1,221.7481	0.0234	0.0224	1,229.0083
Junior College (2Yr)	20.8848	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	184.247	1.9870	18.0634	15.1733	0.1084		1.3728	1.3728		1.3728	1.3728		21,676.0698	21,676.0698	0.4155	0.3974	21,804.8798
Office Park	41.2997	0.4454	4.0490	3.4012	0.0243		0.3077	0.3077		0.3077	0.3077		4,858.7913	4,858.7913	0.0931	0.0891	4,887.6647
Regional Shopping Center	5.86319	0.0632	0.5748	0.4829	3.4500e-003		0.0437	0.0437		0.0437	0.0437		689.7865	689.7865	0.0132	0.0127	693.8856
Total		**3.1682**	**28.6191**	**22.8521**	**0.1728**		**2.1890**	**2.1890**		**2.1890**	**2.1890**		**34,562.4877**	**34,562.4877**	**0.6625**	**0.6337**	**34,767.8753**

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	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543
Unmitigated	151.8200	5.1591	114.6267	0.0302		0.9007	0.9007		0.9007	0.9007	0.0000	5,067.2734	5,067.2734	0.3151	0.0893	5,101.7543

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	18.5357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	128.9879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.4464	3.8145	1.6232	0.0244		0.3084	0.3084		0.3084	0.3084	0.0000	4,869.5294	4,869.5294	0.0933	0.0893	4,898.4666
Landscaping	3.8501	1.3446	113.0035	5.8100e-003		0.5923	0.5923		0.5923	0.5923		197.7440	197.7440	0.2218		203.2877
Total	**151.8200**	**5.1591**	**114.6267**	**0.0302**		**0.9007**	**0.9007**		**0.9007**	**0.9007**	**0.0000**	**5,067.2734**	**5,067.2734**	**0.3151**	**0.0893**	**5,101.7543**

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	18.5357					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	128.9879					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.4464	3.8145	1.6232	0.0244		0.3084	0.3084		0.3084	0.3084	0.0000	4,869.5294	4,869.5294	0.0933	0.0893	4,898.4666
Landscaping	3.8501	1.3446	113.0035	5.8100e-003		0.5923	0.5923		0.5923	0.5923		197.7440	197.7440	0.2218		203.2877
Total	**151.8200**	**5.1591**	**114.6267**	**0.0302**		**0.9007**	**0.9007**		**0.9007**	**0.9007**	**0.0000**	**5,067.2734**	**5,067.2734**	**0.3151**	**0.0893**	**5,101.7543**

7.0 Water Detail

7.1 Mitigation Measures Water

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

INSP Update Proposed Plan (2025)

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	335.25	1000sqft	7.70	335,250.00	0
Junior College (2Yr)	7,237.00	Student	7.25	315,911.24	0
Industrial Park	5,237.00	1000sqft	120.22	5,237,000.00	0
Manufacturing	5,238.75	1000sqft	120.27	5,238,750.00	0
Apartments Mid Rise	2,914.00	Dwelling Unit	76.68	2,914,000.00	8334
Regional Shopping Center	549.50	1000sqft	12.61	549,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	291	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2025.

Land Use - Future (2025) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on City's most recent solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,838,206.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,514,617.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	1,966,950.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	5,900,850.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00
tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00

tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/21/2052	6/15/2050
tblConstructionPhase	PhaseEndDate	10/7/2048	1/1/2025
tblConstructionPhase	PhaseEndDate	9/15/2021	3/4/2020
tblConstructionPhase	PhaseEndDate	1/1/2025	8/17/2022
tblConstructionPhase	PhaseEndDate	6/15/2050	10/7/2048
tblConstructionPhase	PhaseEndDate	8/17/2022	9/15/2021
tblFireplaces	NumberWood	495.38	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	291
tblTripsAndVMT	VendorTripNumber	2,225.00	0.00
tblTripsAndVMT	WorkerTripNumber	6,914.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,383.00	0.00
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.39
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	ST_TR	2.49	5.43
tblVehicleTrips	ST_TR	0.42	0.98
tblVehicleTrips	ST_TR	1.49	3.04
tblVehicleTrips	ST_TR	1.64	9.08
tblVehicleTrips	ST_TR	49.97	33.95
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	SU_TR	0.73	5.43
tblVehicleTrips	SU_TR	0.04	0.98
tblVehicleTrips	SU_TR	0.62	3.04
tblVehicleTrips	SU_TR	0.76	9.08
tblVehicleTrips	SU_TR	25.24	33.95
tblVehicleTrips	WD_TR	6.65	5.29
tblVehicleTrips	WD_TR	6.83	5.43
tblVehicleTrips	WD_TR	1.23	0.98
tblVehicleTrips	WD_TR	3.82	3.04
tblVehicleTrips	WD_TR	11.42	9.08
tblVehicleTrips	WD_TR	42.70	33.95
tblWoodstoves	NumberCatalytic	58.28	0.00
tblWoodstoves	NumberNoncatalytic	58.28	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	65.7929	0.2977	21.8068	1.4600e-003		0.1244	0.1244		0.1244	0.1244	0.0000	90.2429	90.2429	0.0358	1.0000e-003	91.4349
Energy	1.4295	12.9215	10.3733	0.0780		0.9877	0.9877		0.9877	0.9877	0.0000	35,742.3233	35,742.3233	2.4232	0.7046	36,012.8828
Mobile	22.4634	150.2846	281.5292	1.2984	113.1734	1.0371	114.2105	30.4121	0.9705	31.3826	0.0000	120,006.5479	120,006.5479	4.0919	0.0000	120,108.8445
Waste						0.0000	0.0000		0.0000	0.0000	3,357.4462	0.0000	3,357.4462	198.4194	0.0000	8,317.9308
Water						0.0000	0.0000		0.0000	0.0000	865.5191	2,043.4149	2,908.9339	89.1008	2.1412	5,774.5259
Total	**89.6858**	**163.5038**	**313.7092**	**1.3778**	**113.1734**	**2.1492**	**115.3226**	**30.4121**	**2.0826**	**32.4946**	**4,222.9652**	**157,882.5289**	**162,105.4941**	**294.0710**	**2.8468**	**170,305.6188**

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	65.7929	0.2977	21.8068	1.4600e-003		0.1244	0.1244		0.1244	0.1244	0.0000	90.2429	90.2429	0.0358	1.0000e-003	91.4349
Energy	1.4295	12.9215	10.3733	0.0780		0.9877	0.9877		0.9877	0.9877	0.0000	35,742.3233	35,742.3233	2.4232	0.7046	36,012.8828
Mobile	22.4634	150.2846	281.5292	1.2984	113.1734	1.0371	114.2105	30.4121	0.9705	31.3826	0.0000	120,006.5479	120,006.5479	4.0919	0.0000	120,108.8445
Waste						0.0000	0.0000		0.0000	0.0000	839.3615	0.0000	839.3615	49.6049	0.0000	2,079.4827
Water						0.0000	0.0000		0.0000	0.0000	865.5191	2,043.4149	2,908.9339	89.1008	2.1412	5,774.5259
Total	**89.6858**	**163.5038**	**313.7092**	**1.3778**	**113.1734**	**2.1492**	**115.3226**	**30.4121**	**2.0826**	**32.4946**	**1,704.8806**	**157,882.5289**	**159,587.4095**	**145.2565**	**2.8468**	**164,067.1707**

	ROG	NOx	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**	**59.63**	**0.00**	**1.55**	**50.60**	**0.00**	**3.66**

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	3/5/2020	3/4/2020	5	0	
2	Site Preparation	Site Preparation	9/16/2021	9/15/2021	5	0	
3	Grading	Grading	8/18/2022	8/17/2022	5	0	
4	Building Construction	Building Construction	1/2/2025	1/1/2025	5	0	
5	Paving	Paving	10/8/2048	10/7/2048	5	0	
6	Architectural Coating	Architectural Coating	6/16/2050	6/15/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2025) - Alameda County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.3 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.5 Building Construction - 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	0.0000	0.0000	0.0000	0.0000	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 - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

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 - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	22.4634	150.2846	281.5292	1.2984	113.1734	1.0371	114.2105	30.4121	0.9705	31.3826	0.0000	120,006.5479	120,006.5479	4.0919	0.0000	120,108.8445
Unmitigated	22.4634	150.2846	281.5292	1.2984	113.1734	1.0371	114.2105	30.4121	0.9705	31.3826	0.0000	120,006.5479	120,006.5479	4.0919	0.0000	120,108.8445

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	15,409.23	15,409.23	15409.23	52,668,139	52,668,139
Industrial Park	28,442.15	28,442.15	28442.15	97,214,121	97,214,121
Junior College (2Yr)	7,077.79	7,077.79	7077.79	24,191,589	24,191,589
Manufacturing	15,915.32	15,915.32	15915.32	54,397,936	54,397,936
Office Park	3,044.41	3,044.41	3044.41	10,405,655	10,405,655
Regional Shopping Center	18,657.72	18,657.72	18657.72	63,771,351	63,771,351
Total	88,546.62	88,546.62	88,546.62	302,648,791	302,648,791

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.39	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Industrial Park	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Junior College (2Yr)	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Manufacturing	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Office Park	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Regional Shopping Center	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2025) - Alameda County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21,595.0971	21,595.0971	2.1521	0.4453	21,781.5868
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21,595.0971	21,595.0971	2.1521	0.4453	21,781.5868
NaturalGas Mitigated	1.4295	12.9215	10.3733	0.0780		0.9877	0.9877		0.9877	0.9877	0.0000	14,147.2261	14,147.2261	0.2712	0.2594	14,231.2960
NaturalGas Unmitigated	1.4295	12.9215	10.3733	0.0780		0.9877	0.9877		0.9877	0.9877	0.0000	14,147.2261	14,147.2261	0.2712	0.2594	14,231.2960

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.51754e+007	0.1358	1.1600	0.4936	7.4000e-003		0.0938	0.0938		0.0938	0.0938	0.0000	1,343.4529	1,343.4529	0.0258	0.0246	1,351.4364
Industrial Park	8.57297e+007	0.4623	4.2024	3.5301	0.0252		0.3194	0.3194		0.3194	0.3194	0.0000	4,574.8627	4,574.8627	0.0877	0.0839	4,602.0489
Junior College (2Yr)	7.62294e+006	0.0411	0.3737	0.3139	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	406.7890	406.7890	7.8000e-003	7.4600e-003	409.2064
Manufacturing	1.38198e+008	0.7452	6.7744	5.6905	0.0407		0.5149	0.5149		0.5149	0.5149	0.0000	7,374.7836	7,374.7836	0.1414	0.1352	7,418.6082
Office Park	7.08048e+006	0.0382	0.3471	0.2916	2.0800e-003		0.0264	0.0264		0.0264	0.0264	0.0000	377.8414	377.8414	7.2400e-003	6.9300e-003	380.0867
Regional Shopping Center	1.30232e+006	7.0200e-003	0.0638	0.0536	3.8000e-004		4.8500e-003	4.8500e-003		4.8500e-003	4.8500e-003	0.0000	69.4965	69.4965	1.3300e-003	1.2700e-003	69.9095
Total		**1.4295**	**12.9215**	**10.3733**	**0.0780**		**0.9877**	**0.9877**		**0.9877**	**0.9877**	**0.0000**	**14,147.2261**	**14,147.2261**	**0.2712**	**0.2594**	**14,231.2960**

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 Mid Rise	2.51754e+007	0.1358	1.1600	0.4936	7.4000e-003		0.0938	0.0938		0.0938	0.0938	0.0000	1,343.4529	1,343.4529	0.0258	0.0246	1,351.4364
Industrial Park	8.57297e+007	0.4623	4.2024	3.5301	0.0252		0.3194	0.3194		0.3194	0.3194	0.0000	4,574.8627	4,574.8627	0.0877	0.0839	4,602.0489
Junior College (2Yr)	7.62294e+006	0.0411	0.3737	0.3139	2.2400e-003		0.0284	0.0284		0.0284	0.0284	0.0000	406.7890	406.7890	7.8000e-003	7.4600e-003	409.2064
Manufacturing	1.38198e+008	0.7452	6.7744	5.6905	0.0407		0.5149	0.5149		0.5149	0.5149	0.0000	7,374.7836	7,374.7836	0.1414	0.1352	7,418.6082
Office Park	7.08048e+006	0.0382	0.3471	0.2916	2.0800e-003		0.0264	0.0264		0.0264	0.0264	0.0000	377.8414	377.8414	7.2400e-003	6.9300e-003	380.0867
Regional Shopping Center	1.30232e+006	7.0200e-003	0.0638	0.0536	3.8000e-004		4.8500e-003	4.8500e-003		4.8500e-003	4.8500e-003	0.0000	69.4965	69.4965	1.3300e-003	1.2700e-003	69.9095
Total		**1.4295**	**12.9215**	**10.3733**	**0.0780**		**0.9877**	**0.9877**		**0.9877**	**0.9877**	**0.0000**	**14,147.2261**	**14,147.2261**	**0.2712**	**0.2594**	**14,231.2960**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.203e+007	1,587.9060	0.1582	0.0327	1,601.6187
Industrial Park	9.33757e+007	12,325.1623	1.2283	0.2541	12,431.5992
Junior College (2Yr)	2.49886e+006	329.8377	0.0329	6.8000e-003	332.6861
Manufacturing	4.32721e+007	5,711.7140	0.5692	0.1178	5,761.0388
Office Park	6.55414e+006	865.1159	0.0862	0.0178	872.5868
Regional Shopping Center	5.87416e+006	775.3613	0.0773	0.0160	782.0571
Total		**21,595.0971**	**2.1521**	**0.4453**	**21,781.5868**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.203e+007	1,587.9060	0.1582	0.0327	1,601.6187
Industrial Park	9.33757e+007	12,325.1623	1.2283	0.2541	12,431.5992
Junior College (2Yr)	2.49886e+006	329.8377	0.0329	6.8000e-003	332.6861
Manufacturing	4.32721e+007	5,711.7140	0.5692	0.1178	5,761.0388
Office Park	6.55414e+006	865.1159	0.0862	0.0178	872.5868
Regional Shopping Center	5.87416e+006	775.3613	0.0773	0.0160	782.0571
Total		**21,595.0971**	**2.1521**	**0.4453**	**21,781.5868**

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	65.7929	0.2977	21.8068	1.4600e-003		0.1244	0.1244		0.1244	0.1244	0.0000	90.2429	90.2429	0.0358	1.0000e-003	91.4349
Unmitigated	65.7929	0.2977	21.8068	1.4600e-003		0.1244	0.1244		0.1244	0.1244	0.0000	90.2429	90.2429	0.0358	1.0000e-003	91.4349

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	8.1398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	56.9829					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.5100e-003	0.0471	0.0201	3.0000e-004		3.8100e-003	3.8100e-003		3.8100e-003	3.8100e-003	0.0000	54.5673	54.5673	1.0500e-003	1.0000e-003	54.8915
Landscaping	0.6647	0.2505	21.7867	1.1600e-003		0.1206	0.1206		0.1206	0.1206	0.0000	35.6756	35.6756	0.0347	0.0000	36.5434
Total	**65.7929**	**0.2977**	**21.8068**	**1.4600e-003**		**0.1244**	**0.1244**		**0.1244**	**0.1244**	**0.0000**	**90.2429**	**90.2429**	**0.0358**	**1.0000e-003**	**91.4349**

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	8.1398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	56.9829					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.5100e-003	0.0471	0.0201	3.0000e-004		3.8100e-003	3.8100e-003		3.8100e-003	3.8100e-003	0.0000	54.5673	54.5673	1.0500e-003	1.0000e-003	54.8915
Landscaping	0.6647	0.2505	21.7867	1.1600e-003		0.1206	0.1206		0.1206	0.1206	0.0000	35.6756	35.6756	0.0347	0.0000	36.5434
Total	**65.7929**	**0.2977**	**21.8068**	**1.4600e-003**		**0.1244**	**0.1244**		**0.1244**	**0.1244**	**0.0000**	**90.2429**	**90.2429**	**0.0358**	**1.0000e-003**	**91.4349**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,908.9339	89.1008	2.1412	5,774.5259
Unmitigated	2,908.9339	89.1008	2.1412	5,774.5259

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	189.859 / 119.694	251.1323	6.2056	0.1500	450.9759
Industrial Park	1211.06 / 0	1,249.1814	39.5485	0.9496	2,520.8816
Junior College (2Yr)	15.4951 / 24.236	27.1796	0.5071	0.0124	43.5473
Manufacturing	1211.46 / 0	1,249.5988	39.5617	0.9499	2,521.7239
Office Park	59.5852 / 36.52	78.3327	1.9475	0.0471	141.0474
Regional Shopping Center	40.7029 / 24.9469	53.5093	1.3304	0.0322	96.3499
Total		**2,908.9339**	**89.1008**	**2.1412**	**5,774.5259**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	189.859 / 119.694	251.1323	6.2056	0.1500	450.9759
Industrial Park	1211.06 / 0	1,249.1814	39.5485	0.9496	2,520.8816
Junior College (2Yr)	15.4951 / 24.236	27.1796	0.5071	0.0124	43.5473
Manufacturing	1211.46 / 0	1,249.5988	39.5617	0.9499	2,521.7239
Office Park	59.5852 / 36.52	78.3327	1.9475	0.0471	141.0474
Regional Shopping Center	40.7029 / 24.9469	53.5093	1.3304	0.0322	96.3499
Total		**2,908.9339**	**89.1008**	**2.1412**	**5,774.5259**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	839.3615	49.6049	0.0000	2,079.4827
Unmitigated	3,357.4462	198.4194	0.0000	8,317.9308

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	1340.44	272.0972	16.0805	0.0000	674.1093
Industrial Park	6493.88	1,318.1990	77.9033	0.0000	3,265.7821
Junior College (2Yr)	1320.75	268.1003	15.8443	0.0000	664.2072
Manufacturing	6496.05	1,318.6394	77.9294	0.0000	3,266.8734
Office Park	311.78	63.2885	3.7402	0.0000	156.7946
Regional Shopping Center	576.98	117.1217	6.9217	0.0000	290.1641
Total		**3,357.4462**	**198.4194**	**0.0000**	**8,317.9308**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	335.11	68.0243	4.0201	0.0000	168.5273
Industrial Park	1623.47	329.5497	19.4758	0.0000	816.4455
Junior College (2Yr)	330.188	67.0251	3.9611	0.0000	166.0518
Manufacturing	1624.01	329.6599	19.4823	0.0000	816.7184
Office Park	77.945	15.8221	0.9351	0.0000	39.1987
Regional Shopping Center	144.245	29.2804	1.7304	0.0000	72.5410
Total		**839.3615**	**49.6048**	**0.0000**	**2,079.4827**

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

INSP Update Proposed Plan (2025)

Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	335.25	1000sqft	7.70	335,250.00	0
Junior College (2Yr)	7,237.00	Student	7.25	315,911.24	0
Industrial Park	5,237.00	1000sqft	120.22	5,237,000.00	0
Manufacturing	5,238.75	1000sqft	120.27	5,238,750.00	0
Apartments Mid Rise	2,914.00	Dwelling Unit	76.68	2,914,000.00	8334
Regional Shopping Center	549.50	1000sqft	12.61	549,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	291	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2025.

Land Use - Future (2025) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on City's most recent solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,838,206.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,514,617.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	1,966,950.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	5,900,850.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00
tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00

tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/21/2052	6/15/2050
tblConstructionPhase	PhaseEndDate	10/7/2048	1/1/2025
tblConstructionPhase	PhaseEndDate	9/15/2021	3/4/2020
tblConstructionPhase	PhaseEndDate	1/1/2025	8/17/2022
tblConstructionPhase	PhaseEndDate	6/15/2050	10/7/2048
tblConstructionPhase	PhaseEndDate	8/17/2022	9/15/2021
tblFireplaces	NumberWood	495.38	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	291
tblTripsAndVMT	VendorTripNumber	2,225.00	0.00
tblTripsAndVMT	WorkerTripNumber	6,914.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,383.00	0.00
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.39
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	ST_TR	2.49	5.43
tblVehicleTrips	ST_TR	0.42	0.98
tblVehicleTrips	ST_TR	1.49	3.04
tblVehicleTrips	ST_TR	1.64	9.08
tblVehicleTrips	ST_TR	49.97	33.95
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	SU_TR	0.73	5.43
tblVehicleTrips	SU_TR	0.04	0.98
tblVehicleTrips	SU_TR	0.62	3.04
tblVehicleTrips	SU_TR	0.76	9.08
tblVehicleTrips	SU_TR	25.24	33.95
tblVehicleTrips	WD_TR	6.65	5.29
tblVehicleTrips	WD_TR	6.83	5.43
tblVehicleTrips	WD_TR	1.23	0.98
tblVehicleTrips	WD_TR	3.82	3.04
tblVehicleTrips	WD_TR	11.42	9.08
tblVehicleTrips	WD_TR	42.70	33.95
tblWoodstoves	NumberCatalytic	58.28	0.00
tblWoodstoves	NumberNoncatalytic	58.28	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934
Energy	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100
Mobile	140.1974	804.3070	1,640.7203	7.5209	645.5491	5.6975	651.2466	172.9208	5.3315	178.2523		765,561.4181	765,561.4181	24.8500		766,182.6671
Total	**513.2424**	**886.3526**	**1,943.2345**	**8.0150**	**645.5491**	**13.1327**	**658.6818**	**172.9208**	**12.7667**	**185.6875**	**0.0000**	**862,247.4334**	**862,247.4334**	**27.1199**	**1.7646**	**863,451.2705**

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	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934
Energy	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100
Mobile	140.1974	804.3070	1,640.7203	7.5209	645.5491	5.6975	651.2466	172.9208	5.3315	178.2523		765,561.4181	765,561.4181	24.8500		766,182.6671
Total	**513.2424**	**886.3526**	**1,943.2345**	**8.0150**	**645.5491**	**13.1327**	**658.6818**	**172.9208**	**12.7667**	**185.6875**	**0.0000**	**862,247.4334**	**862,247.4334**	**27.1199**	**1.7646**	**863,451.2705**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/5/2020	3/4/2020	5	0	
2	Site Preparation	Site Preparation	9/16/2021	9/15/2021	5	0	
3	Grading	Grading	8/18/2022	8/17/2022	5	0	
4	Building Construction	Building Construction	1/2/2025	1/1/2025	5	0	
5	Paving	Paving	10/8/2048	10/7/2048	5	0	
6	Architectural Coating	Architectural Coating	6/16/2050	6/15/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2025) - Alameda County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	140.1974	804.3070	1,640.7203	7.5209	645.5491	5.6975	651.2466	172.9208	5.3315	178.2523		765,561.4181	765,561.4181	24.8500		766,182.6671
Unmitigated	140.1974	804.3070	1,640.7203	7.5209	645.5491	5.6975	651.2466	172.9208	5.3315	178.2523		765,561.4181	765,561.4181	24.8500		766,182.6671

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	15,409.23	15,409.23	15409.23	52,668,139	52,668,139
Industrial Park	28,442.15	28,442.15	28442.15	97,214,121	97,214,121
Junior College (2Yr)	7,077.79	7,077.79	7077.79	24,191,589	24,191,589
Manufacturing	15,915.32	15,915.32	15915.32	54,397,936	54,397,936
Office Park	3,044.41	3,044.41	3044.41	10,405,655	10,405,655
Regional Shopping Center	18,657.72	18,657.72	18657.72	63,771,351	63,771,351
Total	88,546.62	88,546.62	88,546.62	302,648,791	302,648,791

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.39	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Industrial Park	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Junior College (2Yr)	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Manufacturing	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Office Park	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Regional Shopping Center	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2025) - Alameda County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100
NaturalGas Unmitigated	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	68973.6	0.7438	6.3564	2.7049	0.0406		0.5139	0.5139		0.5139	0.5139		8,114.5390	8,114.5390	0.1555	0.1488	8,162.7597
Industrial Park	234876	2.5330	23.0271	19.3427	0.1382		1.7501	1.7501		1.7501	1.7501		27,632.4545	27,632.4545	0.5296	0.5066	27,796.6603
Junior College (2Yr)	20884.8	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	378625	4.0832	37.1201	31.1809	0.2227		2.8211	2.8211		2.8211	2.8211		44,544.1499	44,544.1499	0.8538	0.8166	44,808.8535
Office Park	19398.6	0.2092	1.9018	1.5975	0.0114		0.1445	0.1445		0.1445	0.1445		2,282.1853	2,282.1853	0.0437	0.0418	2,295.7472
Regional Shopping Center	3567.99	0.0385	0.3498	0.2938	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7631	419.7631	8.0500e-003	7.7000e-003	422.2575
Total		**7.8329**	**70.8027**	**56.8398**	**0.4273**		**5.4118**	**5.4118**		**5.4118**	**5.4118**		**85,450.1226**	**85,450.1226**	**1.6378**	**1.5666**	**85,957.9100**

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 Mid Rise	68.9736	0.7438	6.3564	2.7049	0.0406		0.5139	0.5139		0.5139	0.5139		8,114.5390	8,114.5390	0.1555	0.1488	8,162.7597
Industrial Park	234.876	2.5330	23.0271	19.3427	0.1382		1.7501	1.7501		1.7501	1.7501		27,632.4545	27,632.4545	0.5296	0.5066	27,796.6603
Junior College (2Yr)	20.8848	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	378.625	4.0832	37.1201	31.1809	0.2227		2.8211	2.8211		2.8211	2.8211		44,544.1499	44,544.1499	0.8538	0.8166	44,808.8535
Office Park	19.3986	0.2092	1.9018	1.5975	0.0114		0.1445	0.1445		0.1445	0.1445		2,282.1853	2,282.1853	0.0437	0.0418	2,295.7472
Regional Shopping Center	3.56799	0.0385	0.3498	0.2938	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7631	419.7631	8.0500e-003	7.7000e-003	422.2575
Total		**7.8329**	**70.8027**	**56.8398**	**0.4273**		**5.4118**	**5.4118**		**5.4118**	**5.4118**		**85,450.1226**	**85,450.1226**	**1.6378**	**1.5666**	**85,957.9100**

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	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934
Unmitigated	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934

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	44.6017					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	312.2348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9899	8.4592	3.5997	0.0540		0.6839	0.6839		0.6839	0.6839	0.0000	10,798.9412	10,798.9412	0.2070	0.1980	10,863.1139
Landscaping	7.3857	2.7838	242.0748	0.0128		1.3394	1.3394		1.3394	1.3394		436.9515	436.9515	0.4251		447.5795
Total	**365.2121**	**11.2429**	**245.6744**	**0.0668**		**2.0234**	**2.0234**		**2.0234**	**2.0234**	**0.0000**	**11,235.8927**	**11,235.8927**	**0.6321**	**0.1980**	**11,310.6934**

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	44.6017					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	312.2348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9899	8.4592	3.5997	0.0540		0.6839	0.6839		0.6839	0.6839	0.0000	10,798.9412	10,798.9412	0.2070	0.1980	10,863.1139
Landscaping	7.3857	2.7838	242.0748	0.0128		1.3394	1.3394		1.3394	1.3394		436.9515	436.9515	0.4251		447.5795
Total	**365.2121**	**11.2429**	**245.6744**	**0.0668**		**2.0234**	**2.0234**		**2.0234**	**2.0234**	**0.0000**	**11,235.8927**	**11,235.8927**	**0.6321**	**0.1980**	**11,310.6934**

7.0 Water Detail

7.1 Mitigation Measures Water

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

INSP Update Proposed Plan (2025)

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	335.25	1000sqft	7.70	335,250.00	0
Junior College (2Yr)	7,237.00	Student	7.25	315,911.24	0
Industrial Park	5,237.00	1000sqft	120.22	5,237,000.00	0
Manufacturing	5,238.75	1000sqft	120.27	5,238,750.00	0
Apartments Mid Rise	2,914.00	Dwelling Unit	76.68	2,914,000.00	8334
Regional Shopping Center	549.50	1000sqft	12.61	549,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	291	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2025.

Land Use - Future (2025) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on City's most recent solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,838,206.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,514,617.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	1,966,950.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	5,900,850.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00
tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00

INSP Update Proposed Plan (2025) - Alameda County, Winter

tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/21/2052	6/15/2050
tblConstructionPhase	PhaseEndDate	10/7/2048	1/1/2025
tblConstructionPhase	PhaseEndDate	9/15/2021	3/4/2020
tblConstructionPhase	PhaseEndDate	1/1/2025	8/17/2022
tblConstructionPhase	PhaseEndDate	6/15/2050	10/7/2048
tblConstructionPhase	PhaseEndDate	8/17/2022	9/15/2021
tblFireplaces	NumberWood	495.38	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	291
tblTripsAndVMT	VendorTripNumber	2,225.00	0.00
tblTripsAndVMT	WorkerTripNumber	6,914.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,383.00	0.00
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TL	7.30	9.39
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.39
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	ST_TR	2.49	5.43
tblVehicleTrips	ST_TR	0.42	0.98
tblVehicleTrips	ST_TR	1.49	3.04
tblVehicleTrips	ST_TR	1.64	9.08
tblVehicleTrips	ST_TR	49.97	33.95
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	SU_TR	0.73	5.43
tblVehicleTrips	SU_TR	0.04	0.98
tblVehicleTrips	SU_TR	0.62	3.04
tblVehicleTrips	SU_TR	0.76	9.08
tblVehicleTrips	SU_TR	25.24	33.95
tblVehicleTrips	WD_TR	6.65	5.29
tblVehicleTrips	WD_TR	6.83	5.43
tblVehicleTrips	WD_TR	1.23	0.98
tblVehicleTrips	WD_TR	3.82	3.04
tblVehicleTrips	WD_TR	11.42	9.08
tblVehicleTrips	WD_TR	42.70	33.95
tblWoodstoves	NumberCatalytic	58.28	0.00
tblWoodstoves	NumberNoncatalytic	58.28	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934
Energy	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100
Mobile	122.0979	837.7362	1,605.2068	7.0746	645.5491	5.7161	651.2652	172.9208	5.3493	178.2701		720,592.5927	720,592.5927	25.4670		721,229.2685
Total	**495.1429**	**919.7818**	**1,907.7209**	**7.5687**	**645.5491**	**13.1513**	**658.7004**	**172.9208**	**12.7845**	**185.7053**	**0.0000**	**817,278.6081**	**817,278.6081**	**27.7369**	**1.7646**	**818,497.8720**

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	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934
Energy	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100
Mobile	122.0979	837.7362	1,605.2068	7.0746	645.5491	5.7161	651.2652	172.9208	5.3493	178.2701		720,592.5927	720,592.5927	25.4670		721,229.2685
Total	**495.1429**	**919.7818**	**1,907.7209**	**7.5687**	**645.5491**	**13.1513**	**658.7004**	**172.9208**	**12.7845**	**185.7053**	**0.0000**	**817,278.6081**	**817,278.6081**	**27.7369**	**1.7646**	**818,497.8720**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/5/2020	3/4/2020	5	0	
2	Site Preparation	Site Preparation	9/16/2021	9/15/2021	5	0	
3	Grading	Grading	8/18/2022	8/17/2022	5	0	
4	Building Construction	Building Construction	1/2/2025	1/1/2025	5	0	
5	Paving	Paving	10/8/2048	10/7/2048	5	0	
6	Architectural Coating	Architectural Coating	6/16/2050	6/15/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2025) - Alameda County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	122.0979	837.7362	1,605.2068	7.0746	645.5491	5.7161	651.2652	172.9208	5.3493	178.2701		720,592.5927	720,592.5927	25.4670		721,229.2685
Unmitigated	122.0979	837.7362	1,605.2068	7.0746	645.5491	5.7161	651.2652	172.9208	5.3493	178.2701		720,592.5927	720,592.5927	25.4670		721,229.2685

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	15,409.23	15,409.23	15409.23	52,668,139	52,668,139
Industrial Park	28,442.15	28,442.15	28442.15	97,214,121	97,214,121
Junior College (2Yr)	7,077.79	7,077.79	7077.79	24,191,589	24,191,589
Manufacturing	15,915.32	15,915.32	15915.32	54,397,936	54,397,936
Office Park	3,044.41	3,044.41	3044.41	10,405,655	10,405,655
Regional Shopping Center	18,657.72	18,657.72	18657.72	63,771,351	63,771,351
Total	88,546.62	88,546.62	88,546.62	302,648,791	302,648,791

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.39	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.39	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Industrial Park	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Junior College (2Yr)	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Manufacturing	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Office Park	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679
Regional Shopping Center	0.563555	0.037576	0.190339	0.105468	0.014285	0.005132	0.025195	0.047484	0.002230	0.002277	0.005427	0.000351	0.000679

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2025) - Alameda County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100
NaturalGas Unmitigated	7.8329	70.8027	56.8398	0.4273		5.4118	5.4118		5.4118	5.4118		85,450.1227	85,450.1227	1.6378	1.5666	85,957.9100

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	68973.6	0.7438	6.3564	2.7049	0.0406		0.5139	0.5139		0.5139	0.5139		8,114.5390	8,114.5390	0.1555	0.1488	8,162.7597
Industrial Park	234876	2.5330	23.0271	19.3427	0.1382		1.7501	1.7501		1.7501	1.7501		27,632.4545	27,632.4545	0.5296	0.5066	27,796.6603
Junior College (2Yr)	20884.8	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	378625	4.0832	37.1201	31.1809	0.2227		2.8211	2.8211		2.8211	2.8211		44,544.1499	44,544.1499	0.8538	0.8166	44,808.8535
Office Park	19398.6	0.2092	1.9018	1.5975	0.0114		0.1445	0.1445		0.1445	0.1445		2,282.1853	2,282.1853	0.0437	0.0418	2,295.7472
Regional Shopping Center	3567.99	0.0385	0.3498	0.2938	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7631	419.7631	8.0500e-003	7.7000e-003	422.2575
Total		**7.8329**	**70.8027**	**56.8398**	**0.4273**		**5.4118**	**5.4118**		**5.4118**	**5.4118**		**85,450.1226**	**85,450.1226**	**1.6378**	**1.5666**	**85,957.9100**

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 Mid Rise	68.9736	0.7438	6.3564	2.7049	0.0406		0.5139	0.5139		0.5139	0.5139		8,114.5390	8,114.5390	0.1555	0.1488	8,162.7597
Industrial Park	234.876	2.5330	23.0271	19.3427	0.1382		1.7501	1.7501		1.7501	1.7501		27,632.4545	27,632.4545	0.5296	0.5066	27,796.6603
Junior College (2Yr)	20.8848	0.2252	2.0475	1.7199	0.0123		0.1556	0.1556		0.1556	0.1556		2,457.0309	2,457.0309	0.0471	0.0451	2,471.6318
Manufacturing	378.625	4.0832	37.1201	31.1809	0.2227		2.8211	2.8211		2.8211	2.8211		44,544.1499	44,544.1499	0.8538	0.8166	44,808.8535
Office Park	19.3986	0.2092	1.9018	1.5975	0.0114		0.1445	0.1445		0.1445	0.1445		2,282.1853	2,282.1853	0.0437	0.0418	2,295.7472
Regional Shopping Center	3.56799	0.0385	0.3498	0.2938	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7631	419.7631	8.0500e-003	7.7000e-003	422.2575
Total		**7.8329**	**70.8027**	**56.8398**	**0.4273**		**5.4118**	**5.4118**		**5.4118**	**5.4118**		**85,450.1226**	**85,450.1226**	**1.6378**	**1.5666**	**85,957.9100**

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	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934
Unmitigated	365.2121	11.2429	245.6744	0.0668		2.0234	2.0234		2.0234	2.0234	0.0000	11,235.8927	11,235.8927	0.6321	0.1980	11,310.6934

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	44.6017					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	312.2348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9899	8.4592	3.5997	0.0540		0.6839	0.6839		0.6839	0.6839	0.0000	10,798.9412	10,798.9412	0.2070	0.1980	10,863.1139
Landscaping	7.3857	2.7838	242.0748	0.0128		1.3394	1.3394		1.3394	1.3394		436.9515	436.9515	0.4251		447.5795
Total	**365.2121**	**11.2429**	**245.6744**	**0.0668**		**2.0234**	**2.0234**		**2.0234**	**2.0234**	**0.0000**	**11,235.8927**	**11,235.8927**	**0.6321**	**0.1980**	**11,310.6934**

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	44.6017					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	312.2348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.9899	8.4592	3.5997	0.0540		0.6839	0.6839		0.6839	0.6839	0.0000	10,798.9412	10,798.9412	0.2070	0.1980	10,863.1139
Landscaping	7.3857	2.7838	242.0748	0.0128		1.3394	1.3394		1.3394	1.3394		436.9515	436.9515	0.4251		447.5795
Total	**365.2121**	**11.2429**	**245.6744**	**0.0668**		**2.0234**	**2.0234**		**2.0234**	**2.0234**	**0.0000**	**11,235.8927**	**11,235.8927**	**0.6321**	**0.1980**	**11,310.6934**

7.0 Water Detail

7.1 Mitigation Measures Water

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

INSP Update Proposed Plan (2040)

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	5,204.00	Dwelling Unit	136.95	5,204,000.00	14883
Industrial Park	7,089.30	1000sqft	162.75	7,089,300.00	0
Junior College (2Yr)	8,110.00	Student	8.13	354,019.64	0
Manufacturing	2,540.58	1000sqft	58.32	2,540,580.00	0
Office Park	601.75	1000sqft	13.81	601,750.00	0
Regional Shopping Center	867.52	1000sqft	19.92	867,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	152.2	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2030.

Land Use - Future (2040) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on City's most recent solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,726,585.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,179,754.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	3,512,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	10,538,100.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00
tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00

tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/9/2052	6/3/2050
tblConstructionPhase	PhaseEndDate	9/25/2048	12/20/2024
tblConstructionPhase	PhaseEndDate	9/3/2021	2/23/2020
tblConstructionPhase	PhaseEndDate	12/20/2024	8/5/2022
tblConstructionPhase	PhaseEndDate	6/3/2050	9/25/2048
tblConstructionPhase	PhaseEndDate	8/5/2022	9/3/2021
tblFireplaces	NumberWood	884.68	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	152.2
tblTripsAndVMT	VendorTripNumber	2,433.00	0.00
tblTripsAndVMT	WorkerTripNumber	8,410.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,682.00	0.00
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.30
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.54
tblVehicleTrips	ST_TR	2.49	6.72
tblVehicleTrips	ST_TR	0.42	1.21
tblVehicleTrips	ST_TR	1.49	3.76
tblVehicleTrips	ST_TR	1.64	11.23
tblVehicleTrips	ST_TR	49.97	41.99
tblVehicleTrips	SU_TR	5.86	6.54
tblVehicleTrips	SU_TR	0.73	6.72
tblVehicleTrips	SU_TR	0.04	1.21
tblVehicleTrips	SU_TR	0.62	3.76
tblVehicleTrips	SU_TR	0.76	11.23
tblVehicleTrips	SU_TR	25.24	41.99
tblVehicleTrips	WD_TR	6.65	6.54
tblVehicleTrips	WD_TR	6.83	6.72
tblVehicleTrips	WD_TR	1.23	1.21
tblVehicleTrips	WD_TR	3.82	3.76
tblVehicleTrips	WD_TR	11.42	11.23
tblVehicleTrips	WD_TR	42.70	41.99
tblWoodstoves	NumberCatalytic	104.08	0.00
tblWoodstoves	NumberNoncatalytic	104.08	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142
Energy	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	26,716.4826	26,716.4826	2.7920	0.7704	27,015.8514
Mobile	21.6532	214.2016	267.9356	1.7904	182.5501	0.7368	183.2869	49.0392	0.6894	49.7286	0.0000	166,785.6443	166,785.6443	5.3628	0.0000	166,919.7151
Waste						0.0000	0.0000		0.0000	0.0000	3,508.8003	0.0000	3,508.8003	207.3642	0.0000	8,692.9042
Water						0.0000	0.0000		0.0000	0.0000	873.8905	1,112.5501	1,986.4406	89.9689	2.1632	4,880.3013
Total	**98.8750**	**226.9197**	**315.9969**	**1.8669**	**182.5501**	**1.8949**	**184.4450**	**49.0392**	**1.8475**	**50.8867**	**4,382.6908**	**194,775.5881**	**199,158.2788**	**305.5507**	**2.9354**	**207,671.7862**

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	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142
Energy	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	26,716.4826	26,716.4826	2.7920	0.7704	27,015.8514
Mobile	21.6532	214.2016	267.9356	1.7904	182.5501	0.7368	183.2869	49.0392	0.6894	49.7286	0.0000	166,785.6443	166,785.6443	5.3628	0.0000	166,919.7151
Waste						0.0000	0.0000		0.0000	0.0000	877.2001	0.0000	877.2001	51.8410	0.0000	2,173.2261
Water						0.0000	0.0000		0.0000	0.0000	873.8905	1,112.5501	1,986.4406	89.9689	2.1632	4,880.3013
Total	**98.8750**	**226.9197**	**315.9969**	**1.8669**	**182.5501**	**1.8949**	**184.4450**	**49.0392**	**1.8475**	**50.8867**	**1,751.0905**	**194,775.5881**	**196,526.6786**	**150.0276**	**2.9354**	**201,152.1080**

	ROG	NOx	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**	**60.05**	**0.00**	**1.32**	**50.90**	**0.00**	**3.14**

3.0 Construction Detail

Construction Phase

INSP Update Proposed Plan (2040) - Alameda County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/24/2020	2/23/2020	5	0	
2	Site Preparation	Site Preparation	9/4/2021	9/3/2021	5	0	
3	Grading	Grading	8/6/2022	8/5/2022	5	0	
4	Building Construction	Building Construction	12/21/2024	12/20/2024	5	0	
5	Paving	Paving	9/26/2048	9/25/2048	5	0	
6	Architectural Coating	Architectural Coating	6/4/2050	6/3/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2040) - Alameda County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.3 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.5 Building Construction - 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	0.0000	0.0000	0.0000	0.0000	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 - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

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 - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	21.6532	214.2016	267.9356	1.7904	182.5501	0.7368	183.2869	49.0392	0.6894	49.7286	0.0000	166,785.6443	166,785.6443	5.3628	0.0000	166,919.7151
Unmitigated	21.6532	214.2016	267.9356	1.7904	182.5501	0.7368	183.2869	49.0392	0.6894	49.7286	0.0000	166,785.6443	166,785.6443	5.3628	0.0000	166,919.7151

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	34,028.96	34,028.96	34028.96	115,194,822	115,194,822
Industrial Park	47,611.74	47,611.74	47611.74	161,175,258	161,175,258
Junior College (2Yr)	9,804.99	9,804.99	9804.99	33,191,852	33,191,852
Manufacturing	9,542.42	9,542.42	9542.42	32,302,995	32,302,995
Office Park	6,757.65	6,757.65	6757.65	22,876,005	22,876,005
Regional Shopping Center	36,425.43	36,425.43	36425.43	123,307,365	123,307,365
Total	144,171.19	144,171.19	144,171.19	488,048,297	488,048,297

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.30	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Industrial Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Junior College (2Yr)	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Manufacturing	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Office Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Regional Shopping Center	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2040) - Alameda County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13,304.0489	13,304.0489	2.5349	0.5245	13,523.7143
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13,304.0489	13,304.0489	2.5349	0.5245	13,523.7143
NaturalGas Mitigated	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	13,412.4337	13,412.4337	0.2571	0.2459	13,492.1371
NaturalGas Unmitigated	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	13,412.4337	13,412.4337	0.2571	0.2459	13,492.1371

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.49597e+007	0.2424	2.0717	0.8816	0.0132		0.1675	0.1675		0.1675	0.1675	0.0000	2,399.2207	2,399.2207	0.0460	0.0440	2,413.4781
Industrial Park	1.16052e+008	0.6258	5.6888	4.7786	0.0341		0.4324	0.4324		0.4324	0.4324	0.0000	6,192.9682	6,192.9682	0.1187	0.1135	6,229.7699
Junior College (2Yr)	8.54249e+006	0.0461	0.4188	0.3518	2.5100e-003		0.0318	0.0318		0.0318	0.0318	0.0000	455.8600	455.8600	8.7400e-003	8.3600e-003	458.5690
Manufacturing	6.70205e+007	0.3614	3.2853	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497	0.0000	3,576.4691	3,576.4691	0.0686	0.0656	3,597.7223
Office Park	1.2709e+007	0.0685	0.6230	0.5233	3.7400e-003		0.0474	0.0474		0.0474	0.0474	0.0000	678.1985	678.1985	0.0130	0.0124	682.2287
Regional Shopping Center	2.05602e+006	0.0111	0.1008	0.0847	6.0000e-004		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003	0.0000	109.7172	109.7172	2.1000e-003	2.0100e-003	110.3692
Total		**1.3553**	**12.1883**	**9.3796**	**0.0739**		**0.9364**	**0.9364**		**0.9364**	**0.9364**	**0.0000**	**13,412.4337**	**13,412.4337**	**0.2571**	**0.2459**	**13,492.1371**

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 Mid Rise	4.49597e+007	0.2424	2.0717	0.8816	0.0132		0.1675	0.1675		0.1675	0.1675	0.0000	2,399.2207	2,399.2207	0.0460	0.0440	2,413.4781
Industrial Park	1.16052e+008	0.6258	5.6888	4.7786	0.0341		0.4324	0.4324		0.4324	0.4324	0.0000	6,192.9682	6,192.9682	0.1187	0.1135	6,229.7699
Junior College (2Yr)	8.54249e+006	0.0461	0.4188	0.3518	2.5100e-003		0.0318	0.0318		0.0318	0.0318	0.0000	455.8600	455.8600	8.7400e-003	8.3600e-003	458.5690
Manufacturing	6.70205e+007	0.3614	3.2853	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497	0.0000	3,576.4691	3,576.4691	0.0686	0.0656	3,597.7223
Office Park	1.2709e+007	0.0685	0.6230	0.5233	3.7400e-003		0.0474	0.0474		0.0474	0.0474	0.0000	678.1985	678.1985	0.0130	0.0124	682.2287
Regional Shopping Center	2.05602e+006	0.0111	0.1008	0.0847	6.0000e-004		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003	0.0000	109.7172	109.7172	2.1000e-003	2.0100e-003	110.3692
Total		**1.3553**	**12.1883**	**9.3796**	**0.0739**		**0.9364**	**0.9364**		**0.9364**	**0.9364**	**0.0000**	**13,412.4337**	**13,412.4337**	**0.2571**	**0.2459**	**13,492.1371**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.14839e+007	1,483.1811	0.2826	0.0585	1,507.6702
Industrial Park	1.26402e+008	8,726.3995	1.6627	0.3440	8,870.4826
Junior College (2Yr)	2.8003e+006	193.3233	0.0368	7.6200e-003	196.5153
Manufacturing	2.09852e+007	1,448.7496	0.2760	0.0571	1,472.6701
Office Park	1.17642e+007	812.1631	0.1548	0.0320	825.5729
Regional Shopping Center	9.27379e+006	640.2323	0.1220	0.0252	650.8033
Total		**13,304.0489**	**2.5349**	**0.5245**	**13,523.7143**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.14839e+007	1,483.1811	0.2826	0.0585	1,507.6702
Industrial Park	1.26402e+008	8,726.3995	1.6627	0.3440	8,870.4826
Junior College (2Yr)	2.8003e+006	193.3233	0.0368	7.6200e-003	196.5153
Manufacturing	2.09852e+007	1,448.7496	0.2760	0.0571	1,472.6701
Office Park	1.17642e+007	812.1631	0.1548	0.0320	825.5729
Regional Shopping Center	9.27379e+006	640.2323	0.1220	0.0252	650.8033
Total		**13,304.0489**	**2.5349**	**0.5245**	**13,523.7143**

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	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142
Unmitigated	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142

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	9.6354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	65.0546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.8500e-003	0.0842	0.0358	5.4000e-004		6.8000e-003	6.8000e-003		6.8000e-003	6.8000e-003	0.0000	97.4496	97.4496	1.8700e-003	1.7900e-003	98.0287
Landscaping	1.1667	0.4456	38.6459	2.0500e-003		0.2149	0.2149		0.2149	0.2149	0.0000	63.4615	63.4615	0.0610	0.0000	64.9856
Total	**75.8665**	**0.5298**	**38.6817**	**2.5900e-003**		**0.2217**	**0.2217**		**0.2217**	**0.2217**	**0.0000**	**160.9110**	**160.9110**	**0.0628**	**1.7900e-003**	**163.0142**

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	9.6354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	65.0546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.8500e-003	0.0842	0.0358	5.4000e-004		6.8000e-003	6.8000e-003		6.8000e-003	6.8000e-003	0.0000	97.4496	97.4496	1.8700e-003	1.7900e-003	98.0287
Landscaping	1.1667	0.4456	38.6459	2.0500e-003		0.2149	0.2149		0.2149	0.2149	0.0000	63.4615	63.4615	0.0610	0.0000	64.9856
Total	**75.8665**	**0.5298**	**38.6817**	**2.5900e-003**		**0.2217**	**0.2217**		**0.2217**	**0.2217**	**0.0000**	**160.9110**	**160.9110**	**0.0628**	**1.7900e-003**	**163.0142**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,986.4406	89.9689	2.1632	4,880.3013
Unmitigated	1,986.4406	89.9689	2.1632	4,880.3013

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	339.062 / 213.756	285.8773	11.0823	0.2679	642.7703
Industrial Park	1639.4 / 0	1,132.5172	53.5366	1.2855	2,854.0113
Junior College (2Yr)	17.3643 / 27.1596	18.5580	0.5683	0.0139	36.9002
Manufacturing	587.509 / 0	405.8582	19.1858	0.4607	1,022.7870
Office Park	106.951 / 65.5508	89.7222	3.4956	0.0845	202.2906
Regional Shopping Center	64.2594 / 39.3848	53.9076	2.1003	0.0508	121.5420
Total		**1,986.4406**	**89.9689**	**2.1632**	**4,880.3013**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	339.062 / 213.756	285.8773	11.0823	0.2679	642.7703
Industrial Park	1639.4 / 0	1,132.5172	53.5366	1.2855	2,854.0113
Junior College (2Yr)	17.3643 / 27.1596	18.5580	0.5683	0.0139	36.9002
Manufacturing	587.509 / 0	405.8582	19.1858	0.4607	1,022.7870
Office Park	106.951 / 65.5508	89.7222	3.4956	0.0845	202.2906
Regional Shopping Center	64.2594 / 39.3848	53.9076	2.1003	0.0508	121.5420
Total		**1,986.4406**	**89.9689**	**2.1632**	**4,880.3013**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	877.2001	51.8410	0.0000	2,173.2261
Unmitigated	3,508.8003	207.3642	0.0000	8,692.9042

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2393.84	485.9279	28.7175	0.0000	1,203.8658
Industrial Park	8790.73	1,784.4388	105.4573	0.0000	4,420.8715
Junior College (2Yr)	1480.08	300.4429	17.7557	0.0000	744.3345
Manufacturing	3150.32	639.4865	37.7926	0.0000	1,584.3007
Office Park	559.63	113.5998	6.7136	0.0000	281.4388
Regional Shopping Center	910.9	184.9045	10.9275	0.0000	458.0930
Total		**3,508.8003**	**207.3642**	**0.0000**	**8,692.9042**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	598.46	121.4820	7.1794	0.0000	300.9664
Industrial Park	2197.68	446.1097	26.3643	0.0000	1,105.2179
Junior College (2Yr)	370.02	75.1107	4.4389	0.0000	186.0836
Manufacturing	787.58	159.8716	9.4481	0.0000	396.0752
Office Park	139.908	28.4000	1.6784	0.0000	70.3597
Regional Shopping Center	227.725	46.2261	2.7319	0.0000	114.5233
Total		**877.2001**	**51.8411**	**0.0000**	**2,173.2261**

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

INSP Update Proposed Plan (2040)

Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	5,204.00	Dwelling Unit	136.95	5,204,000.00	14883
Industrial Park	7,089.30	1000sqft	162.75	7,089,300.00	0
Junior College (2Yr)	8,110.00	Student	8.13	354,019.64	0
Manufacturing	2,540.58	1000sqft	58.32	2,540,580.00	0
Office Park	601.75	1000sqft	13.81	601,750.00	0
Regional Shopping Center	867.52	1000sqft	19.92	867,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	152.2	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2030.

Land Use - Future (2040) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on City's most recent solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,726,585.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,179,754.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	3,512,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	10,538,100.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00
tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00

INSP Update Proposed Plan (2040) - Alameda County, Summer

tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/9/2052	6/3/2050
tblConstructionPhase	PhaseEndDate	9/25/2048	12/20/2024
tblConstructionPhase	PhaseEndDate	9/3/2021	2/23/2020
tblConstructionPhase	PhaseEndDate	12/20/2024	8/5/2022
tblConstructionPhase	PhaseEndDate	6/3/2050	9/25/2048
tblConstructionPhase	PhaseEndDate	8/5/2022	9/3/2021
tblFireplaces	NumberWood	884.68	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	152.2
tblTripsAndVMT	VendorTripNumber	2,433.00	0.00
tblTripsAndVMT	WorkerTripNumber	8,410.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,682.00	0.00
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.30
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.54
tblVehicleTrips	ST_TR	2.49	6.72
tblVehicleTrips	ST_TR	0.42	1.21
tblVehicleTrips	ST_TR	1.49	3.76
tblVehicleTrips	ST_TR	1.64	11.23
tblVehicleTrips	ST_TR	49.97	41.99
tblVehicleTrips	SU_TR	5.86	6.54
tblVehicleTrips	SU_TR	0.73	6.72
tblVehicleTrips	SU_TR	0.04	1.21
tblVehicleTrips	SU_TR	0.62	3.76
tblVehicleTrips	SU_TR	0.76	11.23
tblVehicleTrips	SU_TR	25.24	41.99
tblVehicleTrips	WD_TR	6.65	6.54
tblVehicleTrips	WD_TR	6.83	6.72
tblVehicleTrips	WD_TR	1.23	1.21
tblVehicleTrips	WD_TR	3.82	3.76
tblVehicleTrips	WD_TR	11.42	11.23
tblVehicleTrips	WD_TR	42.70	41.99
tblWoodstoves	NumberCatalytic	104.08	0.00
tblWoodstoves	NumberNoncatalytic	104.08	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	132.3585	1,160.8489	1,560.0706	10.3145	1,041.2687	4.0485	1,045.3172	278.8339	3.7881	282.6220		1,058,112.5167	1,058,112.5167	32.0247		1,058,913.1334
Total	**563.7757**	**1,247.6926**	**2,047.2932**	**10.8388**	**1,041.2687**	**12.7885**	**1,054.0572**	**278.8339**	**12.5280**	**291.3620**	**0.0000**	**1,159,187.1295**	**1,159,187.1295**	**34.6937**	**1.8388**	**1,160,602.4297**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	132.3585	1,160.8489	1,560.0706	10.3145	1,041.2687	4.0485	1,045.3172	278.8339	3.7881	282.6220		1,058,112.5167	1,058,112.5167	32.0247		1,058,913.1334
Total	**563.7757**	**1,247.6926**	**2,047.2932**	**10.8388**	**1,041.2687**	**12.7885**	**1,054.0572**	**278.8339**	**12.5280**	**291.3620**	**0.0000**	**1,159,187.1295**	**1,159,187.1295**	**34.6937**	**1.8388**	**1,160,602.4297**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/24/2020	2/23/2020	5	0	
2	Site Preparation	Site Preparation	9/4/2021	9/3/2021	5	0	
3	Grading	Grading	8/6/2022	8/5/2022	5	0	
4	Building Construction	Building Construction	12/21/2024	12/20/2024	5	0	
5	Paving	Paving	9/26/2048	9/25/2048	5	0	
6	Architectural Coating	Architectural Coating	6/4/2050	6/3/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2040) - Alameda County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	132.3585	1,160.8489	1,560.0706	10.3145	1,041.2687	4.0485	1,045.3172	278.8339	3.7881	282.6220		1,058,112.5167	1,058,112.5167	32.0247		1,058,913.1334
Unmitigated	132.3585	1,160.8489	1,560.0706	10.3145	1,041.2687	4.0485	1,045.3172	278.8339	3.7881	282.6220		1,058,112.5167	1,058,112.5167	32.0247		1,058,913.1334

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	34,028.96	34,028.96	34028.96	115,194,822	115,194,822
Industrial Park	47,611.74	47,611.74	47611.74	161,175,258	161,175,258
Junior College (2Yr)	9,804.99	9,804.99	9804.99	33,191,852	33,191,852
Manufacturing	9,542.42	9,542.42	9542.42	32,302,995	32,302,995
Office Park	6,757.65	6,757.65	6757.65	22,876,005	22,876,005
Regional Shopping Center	36,425.43	36,425.43	36425.43	123,307,365	123,307,365
Total	144,171.19	144,171.19	144,171.19	488,048,297	488,048,297

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.30	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Industrial Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Junior College (2Yr)	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Manufacturing	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Office Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Regional Shopping Center	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2040) - Alameda County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
NaturalGas Unmitigated	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	123177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317950	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23404.1	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34819.1	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5632.94	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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 Mid Rise	123.177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317.95	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23.4041	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183.618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34.8191	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5.63294	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Unmitigated	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

7.0 Water Detail

7.1 Mitigation Measures Water

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

INSP Update Proposed Plan (2040)

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	5,204.00	Dwelling Unit	136.95	5,204,000.00	14883
Industrial Park	7,089.30	1000sqft	162.75	7,089,300.00	0
Junior College (2Yr)	8,110.00	Student	8.13	354,019.64	0
Manufacturing	2,540.58	1000sqft	58.32	2,540,580.00	0
Office Park	601.75	1000sqft	13.81	601,750.00	0
Regional Shopping Center	867.52	1000sqft	19.92	867,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	152.2	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2030.

Land Use - Future (2040) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - Based on City's most recent solid waste diversion rate.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,726,585.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,179,754.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	3,512,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	10,538,100.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00
tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00

INSP Update Proposed Plan (2040) - Alameda County, Winter

tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/9/2052	6/3/2050
tblConstructionPhase	PhaseEndDate	9/25/2048	12/20/2024
tblConstructionPhase	PhaseEndDate	9/3/2021	2/23/2020
tblConstructionPhase	PhaseEndDate	12/20/2024	8/5/2022
tblConstructionPhase	PhaseEndDate	6/3/2050	9/25/2048
tblConstructionPhase	PhaseEndDate	8/5/2022	9/3/2021
tblFireplaces	NumberWood	884.68	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblProjectCharacteristics	CO2IntensityFactor	641.35	152.2
tblTripsAndVMT	VendorTripNumber	2,433.00	0.00
tblTripsAndVMT	WorkerTripNumber	8,410.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,682.00	0.00
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.30
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.54
tblVehicleTrips	ST_TR	2.49	6.72
tblVehicleTrips	ST_TR	0.42	1.21
tblVehicleTrips	ST_TR	1.49	3.76
tblVehicleTrips	ST_TR	1.64	11.23
tblVehicleTrips	ST_TR	49.97	41.99
tblVehicleTrips	SU_TR	5.86	6.54
tblVehicleTrips	SU_TR	0.73	6.72
tblVehicleTrips	SU_TR	0.04	1.21
tblVehicleTrips	SU_TR	0.62	3.76
tblVehicleTrips	SU_TR	0.76	11.23
tblVehicleTrips	SU_TR	25.24	41.99
tblVehicleTrips	WD_TR	6.65	6.54
tblVehicleTrips	WD_TR	6.83	6.72
tblVehicleTrips	WD_TR	1.23	1.21
tblVehicleTrips	WD_TR	3.82	3.76
tblVehicleTrips	WD_TR	11.42	11.23
tblVehicleTrips	WD_TR	42.70	41.99
tblWoodstoves	NumberCatalytic	104.08	0.00
tblWoodstoves	NumberNoncatalytic	104.08	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	118.1380	1,182.8367	1,525.0739	9.7468	1,041.2687	4.0597	1,045.3284	278.8339	3.7988	282.6327		1,000,606.8188	1,000,606.8188	33.6088		1,001,447.0384
Total	**549.5552**	**1,269.6804**	**2,012.2964**	**10.2711**	**1,041.2687**	**12.7997**	**1,054.0684**	**278.8339**	**12.5387**	**291.3727**	**0.0000**	**1,101,681.4316**	**1,101,681.4316**	**36.2778**	**1.8388**	**1,103,136.3347**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	118.1380	1,182.8367	1,525.0739	9.7468	1,041.2687	4.0597	1,045.3284	278.8339	3.7988	282.6327		1,000,606.8188	1,000,606.8188	33.6088		1,001,447.0384
Total	**549.5552**	**1,269.6804**	**2,012.2964**	**10.2711**	**1,041.2687**	**12.7997**	**1,054.0684**	**278.8339**	**12.5387**	**291.3727**	**0.0000**	**1,101,681.4316**	**1,101,681.4316**	**36.2778**	**1.8388**	**1,103,136.3347**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/24/2020	2/23/2020	5	0	
2	Site Preparation	Site Preparation	9/4/2021	9/3/2021	5	0	
3	Grading	Grading	8/6/2022	8/5/2022	5	0	
4	Building Construction	Building Construction	12/21/2024	12/20/2024	5	0	
5	Paving	Paving	9/26/2048	9/25/2048	5	0	
6	Architectural Coating	Architectural Coating	6/4/2050	6/3/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2040) - Alameda County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	118.1380	1,182.8367	1,525.0739	9.7468	1,041.2687	4.0597	1,045.3284	278.8339	3.7988	282.6327		1,000,606.8188	1,000,606.8188	33.6088		1,001,447.0384
Unmitigated	118.1380	1,182.8367	1,525.0739	9.7468	1,041.2687	4.0597	1,045.3284	278.8339	3.7988	282.6327		1,000,606.8188	1,000,606.8188	33.6088		1,001,447.0384

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	34,028.96	34,028.96	34028.96	115,194,822	115,194,822
Industrial Park	47,611.74	47,611.74	47611.74	161,175,258	161,175,258
Junior College (2Yr)	9,804.99	9,804.99	9804.99	33,191,852	33,191,852
Manufacturing	9,542.42	9,542.42	9542.42	32,302,995	32,302,995
Office Park	6,757.65	6,757.65	6757.65	22,876,005	22,876,005
Regional Shopping Center	36,425.43	36,425.43	36425.43	123,307,365	123,307,365
Total	144,171.19	144,171.19	144,171.19	488,048,297	488,048,297

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.30	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Industrial Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Junior College (2Yr)	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Manufacturing	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Office Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Regional Shopping Center	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2040) - Alameda County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
NaturalGas Unmitigated	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	123177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317950	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23404.1	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34819.1	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5632.94	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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 Mid Rise	123.177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317.95	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23.4041	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183.618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34.8191	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5.63294	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Unmitigated	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

7.0 Water Detail

7.1 Mitigation Measures Water

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

INSP Update Proposed Plan (2040) with Mitigation

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	5,204.00	Dwelling Unit	136.95	5,204,000.00	14883
Industrial Park	7,089.30	1000sqft	162.75	7,089,300.00	0
Junior College (2Yr)	8,110.00	Student	8.13	354,019.64	0
Manufacturing	2,540.58	1000sqft	58.32	2,540,580.00	0
Office Park	601.75	1000sqft	13.81	601,750.00	0
Regional Shopping Center	867.52	1000sqft	19.92	867,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	152.2	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2030.

Land Use - Future (2040) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - See Mitigation Measure GHG-1.

Mobile Land Use Mitigation - See Mitigation Measure GHG-1.

Water Mitigation - See Mitigation Measure GHG-1.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,726,585.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,179,754.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	3,512,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	10,538,100.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00

tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/9/2052	6/3/2050
tblConstructionPhase	PhaseEndDate	9/25/2048	12/20/2024
tblConstructionPhase	PhaseEndDate	9/3/2021	2/23/2020
tblConstructionPhase	PhaseEndDate	12/20/2024	8/5/2022
tblConstructionPhase	PhaseEndDate	6/3/2050	9/25/2048
tblConstructionPhase	PhaseEndDate	8/5/2022	9/3/2021
tblFireplaces	NumberWood	884.68	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	152.2
tblTripsAndVMT	VendorTripNumber	2,433.00	0.00
tblTripsAndVMT	WorkerTripNumber	8,410.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,682.00	0.00
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.30
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00

tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.54
tblVehicleTrips	ST_TR	2.49	6.72
tblVehicleTrips	ST_TR	0.42	1.21
tblVehicleTrips	ST_TR	1.49	3.76
tblVehicleTrips	ST_TR	1.64	11.23
tblVehicleTrips	ST_TR	49.97	41.99
tblVehicleTrips	SU_TR	5.86	6.54
tblVehicleTrips	SU_TR	0.73	6.72
tblVehicleTrips	SU_TR	0.04	1.21
tblVehicleTrips	SU_TR	0.62	3.76
tblVehicleTrips	SU_TR	0.76	11.23
tblVehicleTrips	SU_TR	25.24	41.99
tblVehicleTrips	WD_TR	6.65	6.54
tblVehicleTrips	WD_TR	6.83	6.72
tblVehicleTrips	WD_TR	1.23	1.21
tblVehicleTrips	WD_TR	3.82	3.76
tblVehicleTrips	WD_TR	11.42	11.23
tblVehicleTrips	WD_TR	42.70	41.99
tblWoodstoves	NumberCatalytic	104.08	0.00
tblWoodstoves	NumberNoncatalytic	104.08	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142
Energy	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	26,716.4826	26,716.4826	2.7920	0.7704	27,015.8514
Mobile	21.6613	214.2812	268.0352	1.7910	182.6180	0.7371	183.3550	49.0574	0.6897	49.7471	0.0000	166,847.6155	166,847.6155	5.3648	0.0000	166,981.7361
Waste						0.0000	0.0000		0.0000	0.0000	3,508.8003	0.0000	3,508.8003	207.3642	0.0000	8,692.9042
Water						0.0000	0.0000		0.0000	0.0000	873.8905	1,112.5501	1,986.4406	89.9689	2.1632	4,880.3013
Total	**98.8830**	**226.9993**	**316.0965**	**1.8675**	**182.6180**	**1.8952**	**184.5131**	**49.0574**	**1.8478**	**50.9052**	**4,382.6908**	**194,837.5593**	**199,220.2501**	**305.5527**	**2.9354**	**207,733.8072**

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	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142
Energy	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	26,716.4826	26,716.4826	2.7920	0.7704	27,015.8514
Mobile	17.8893	188.8580	199.0436	1.2858	126.0164	0.5291	126.5455	33.8523	0.4948	34.3471	0.0000	119,900.8603	119,900.8603	4.3288	0.0000	120,009.0809
Waste						0.0000	0.0000		0.0000	0.0000	526.3200	0.0000	526.3200	31.1046	0.0000	1,303.9356
Water						0.0000	0.0000		0.0000	0.0000	742.8069	949.8460	1,692.6529	76.4744	1.8389	4,152.5035
Total	**95.1111**	**201.5761**	**247.1049**	**1.3623**	**126.0164**	**1.6871**	**127.7035**	**33.8523**	**1.6529**	**35.5052**	**1,269.1269**	**147,728.0999**	**148,997.2269**	**114.7627**	**2.6111**	**152,644.3856**

	ROG	NOx	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	**3.81**	**11.20**	**21.83**	**27.05**	**30.99**	**10.98**	**30.79**	**30.99**	**10.55**	**30.25**	**71.04**	**24.18**	**25.21**	**62.44**	**11.05**	**26.52**

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	2/24/2020	2/23/2020	5	0	
2	Site Preparation	Site Preparation	9/4/2021	9/3/2021	5	0	
3	Grading	Grading	8/6/2022	8/5/2022	5	0	
4	Building Construction	Building Construction	12/21/2024	12/20/2024	5	0	
5	Paving	Paving	9/26/2048	9/25/2048	5	0	
6	Architectural Coating	Architectural Coating	6/4/2050	6/3/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2040) with Mitigation - Alameda County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.3 Site Preparation - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.4 Grading - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	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 - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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

3.5 Building Construction - 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	0.0000	0.0000	0.0000	0.0000	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 - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

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 - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

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 Diversity

Integrate Below Market Rate Housing

Provide Traffic Calming Measures

Expand Transit Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	17.8893	188.8580	199.0436	1.2858	126.0164	0.5291	126.5455	33.8523	0.4948	34.3471	0.0000	119,900.8603	119,900.8603	4.3288	0.0000	120,009.0809
Unmitigated	21.6613	214.2812	268.0352	1.7910	182.6180	0.7371	183.3550	49.0574	0.6897	49.7471	0.0000	166,847.6155	166,847.6155	5.3648	0.0000	166,981.7361

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	34,034.16	34,034.16	34034.16	115,212,438	79,502,917
Industrial Park	47,640.10	47,640.10	47640.10	161,271,253	111,286,032
Junior College (2Yr)	9,813.10	9,813.10	9813.10	33,219,306	22,923,148
Manufacturing	9,552.58	9,552.58	9552.58	32,337,397	22,314,582
Office Park	6,757.65	6,757.65	6757.65	22,876,005	15,785,701
Regional Shopping Center	36,427.16	36,427.16	36427.16	123,313,238	85,092,915
Total	144,224.75	144,224.75	144,224.75	488,229,638	336,905,295

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.30	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Industrial Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Junior College (2Yr)	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Manufacturing	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Office Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Regional Shopping Center	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2040) with Mitigation - Alameda County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13,304.0489	13,304.0489	2.5349	0.5245	13,523.7143
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13,304.0489	13,304.0489	2.5349	0.5245	13,523.7143
NaturalGas Mitigated	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	13,412.4337	13,412.4337	0.2571	0.2459	13,492.1371
NaturalGas Unmitigated	1.3553	12.1883	9.3796	0.0739		0.9364	0.9364		0.9364	0.9364	0.0000	13,412.4337	13,412.4337	0.2571	0.2459	13,492.1371

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.49597e+007	0.2424	2.0717	0.8816	0.0132		0.1675	0.1675		0.1675	0.1675	0.0000	2,399.2207	2,399.2207	0.0460	0.0440	2,413.4781
Industrial Park	1.16052e+008	0.6258	5.6888	4.7786	0.0341		0.4324	0.4324		0.4324	0.4324	0.0000	6,192.9682	6,192.9682	0.1187	0.1135	6,229.7699
Junior College (2Yr)	8.54249e+006	0.0461	0.4188	0.3518	2.5100e-003		0.0318	0.0318		0.0318	0.0318	0.0000	455.8600	455.8600	8.7400e-003	8.3600e-003	458.5690
Manufacturing	6.70205e+007	0.3614	3.2853	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497	0.0000	3,576.4691	3,576.4691	0.0686	0.0656	3,597.7223
Office Park	1.2709e+007	0.0685	0.6230	0.5233	3.7400e-003		0.0474	0.0474		0.0474	0.0474	0.0000	678.1985	678.1985	0.0130	0.0124	682.2287
Regional Shopping Center	2.05602e+006	0.0111	0.1008	0.0847	6.0000e-004		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003	0.0000	109.7172	109.7172	2.1000e-003	2.0100e-003	110.3692
Total		**1.3553**	**12.1883**	**9.3796**	**0.0739**		**0.9364**	**0.9364**		**0.9364**	**0.9364**	**0.0000**	**13,412.4337**	**13,412.4337**	**0.2571**	**0.2459**	**13,492.1371**

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 Mid Rise	4.49597e+007	0.2424	2.0717	0.8816	0.0132		0.1675	0.1675		0.1675	0.1675	0.0000	2,399.2207	2,399.2207	0.0460	0.0440	2,413.4781
Industrial Park	1.16052e+008	0.6258	5.6888	4.7786	0.0341		0.4324	0.4324		0.4324	0.4324	0.0000	6,192.9682	6,192.9682	0.1187	0.1135	6,229.7699
Junior College (2Yr)	8.54249e+006	0.0461	0.4188	0.3518	2.5100e-003		0.0318	0.0318		0.0318	0.0318	0.0000	455.8600	455.8600	8.7400e-003	8.3600e-003	458.5690
Manufacturing	6.70205e+007	0.3614	3.2853	2.7597	0.0197		0.2497	0.2497		0.2497	0.2497	0.0000	3,576.4691	3,576.4691	0.0686	0.0656	3,597.7223
Office Park	1.2709e+007	0.0685	0.6230	0.5233	3.7400e-003		0.0474	0.0474		0.0474	0.0474	0.0000	678.1985	678.1985	0.0130	0.0124	682.2287
Regional Shopping Center	2.05602e+006	0.0111	0.1008	0.0847	6.0000e-004		7.6600e-003	7.6600e-003		7.6600e-003	7.6600e-003	0.0000	109.7172	109.7172	2.1000e-003	2.0100e-003	110.3692
Total		**1.3553**	**12.1883**	**9.3796**	**0.0739**		**0.9364**	**0.9364**		**0.9364**	**0.9364**	**0.0000**	**13,412.4337**	**13,412.4337**	**0.2571**	**0.2459**	**13,492.1371**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.14839e+007	1,483.1811	0.2826	0.0585	1,507.6702
Industrial Park	1.26402e+008	8,726.3995	1.6627	0.3440	8,870.4826
Junior College (2Yr)	2.8003e+006	193.3233	0.0368	7.6200e-003	196.5153
Manufacturing	2.09852e+007	1,448.7496	0.2760	0.0571	1,472.6701
Office Park	1.17642e+007	812.1631	0.1548	0.0320	825.5729
Regional Shopping Center	9.27379e+006	640.2323	0.1220	0.0252	650.8033
Total		**13,304.0489**	**2.5349**	**0.5245**	**13,523.7143**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.14839e+007	1,483.1811	0.2826	0.0585	1,507.6702
Industrial Park	1.26402e+008	8,726.3995	1.6627	0.3440	8,870.4826
Junior College (2Yr)	2.8003e+006	193.3233	0.0368	7.6200e-003	196.5153
Manufacturing	2.09852e+007	1,448.7496	0.2760	0.0571	1,472.6701
Office Park	1.17642e+007	812.1631	0.1548	0.0320	825.5729
Regional Shopping Center	9.27379e+006	640.2323	0.1220	0.0252	650.8033
Total		**13,304.0489**	**2.5349**	**0.5245**	**13,523.7143**

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	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142
Unmitigated	75.8665	0.5298	38.6817	2.5900e-003		0.2217	0.2217		0.2217	0.2217	0.0000	160.9110	160.9110	0.0628	1.7900e-003	163.0142

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	9.6354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	65.0546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.8500e-003	0.0842	0.0358	5.4000e-004		6.8000e-003	6.8000e-003		6.8000e-003	6.8000e-003	0.0000	97.4496	97.4496	1.8700e-003	1.7900e-003	98.0287
Landscaping	1.1667	0.4456	38.6459	2.0500e-003		0.2149	0.2149		0.2149	0.2149	0.0000	63.4615	63.4615	0.0610	0.0000	64.9856
Total	**75.8665**	**0.5298**	**38.6817**	**2.5900e-003**		**0.2217**	**0.2217**		**0.2217**	**0.2217**	**0.0000**	**160.9110**	**160.9110**	**0.0628**	**1.7900e-003**	**163.0142**

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	9.6354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	65.0546					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.8500e-003	0.0842	0.0358	5.4000e-004		6.8000e-003	6.8000e-003		6.8000e-003	6.8000e-003	0.0000	97.4496	97.4496	1.8700e-003	1.7900e-003	98.0287
Landscaping	1.1667	0.4456	38.6459	2.0500e-003		0.2149	0.2149		0.2149	0.2149	0.0000	63.4615	63.4615	0.0610	0.0000	64.9856
Total	**75.8665**	**0.5298**	**38.6817**	**2.5900e-003**		**0.2217**	**0.2217**		**0.2217**	**0.2217**	**0.0000**	**160.9110**	**160.9110**	**0.0628**	**1.7900e-003**	**163.0142**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,692.6529	76.4744	1.8389	4,152.5035
Unmitigated	1,986.4406	89.9689	2.1632	4,880.3013

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	339.062 / 213.756	285.8773	11.0823	0.2679	642.7703
Industrial Park	1639.4 / 0	1,132.5172	53.5366	1.2855	2,854.0113
Junior College (2Yr)	17.3643 / 27.1596	18.5580	0.5683	0.0139	36.9002
Manufacturing	587.509 / 0	405.8582	19.1858	0.4607	1,022.7870
Office Park	106.951 / 65.5508	89.7222	3.4956	0.0845	202.2906
Regional Shopping Center	64.2594 / 39.3848	53.9076	2.1003	0.0508	121.5420
Total		**1,986.4406**	**89.9689**	**2.1632**	**4,880.3013**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	288.202 / 192.381	245.5782	9.4205	0.2278	548.9799
Industrial Park	1393.49 / 0	962.6397	45.5061	1.0927	2,425.9096
Junior College (2Yr)	14.7597 / 24.4436	16.1024	0.4831	0.0118	31.6987
Manufacturing	499.383 / 0	344.9795	16.3079	0.3916	869.3690
Office Park	90.9086 / 58.9957	77.0558	2.9714	0.0719	172.7520
Regional Shopping Center	54.6205 / 35.4463	46.2973	1.7853	0.0432	103.7944
Total		**1,692.6529**	**76.4744**	**1.8389**	**4,152.5035**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	526.3200	31.1046	0.0000	1,303.9356
Unmitigated	3,508.8003	207.3642	0.0000	8,692.9042

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	2393.84	485.9279	28.7175	0.0000	1,203.8658
Industrial Park	8790.73	1,784.4388	105.4573	0.0000	4,420.8715
Junior College (2Yr)	1480.08	300.4429	17.7557	0.0000	744.3345
Manufacturing	3150.32	639.4865	37.7926	0.0000	1,584.3007
Office Park	559.63	113.5998	6.7136	0.0000	281.4388
Regional Shopping Center	910.9	184.9045	10.9275	0.0000	458.0930
Total		**3,508.8003**	**207.3642**	**0.0000**	**8,692.9042**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	359.076	72.8892	4.3076	0.0000	180.5799
Industrial Park	1318.61	267.6658	15.8186	0.0000	663.1307
Junior College (2Yr)	222.012	45.0664	2.6634	0.0000	111.6502
Manufacturing	472.548	95.9230	5.6689	0.0000	237.6451
Office Park	83.9445	17.0400	1.0070	0.0000	42.2158
Regional Shopping Center	136.635	27.7357	1.6391	0.0000	68.7140
Total		**526.3200**	**31.1046**	**0.0000**	**1,303.9356**

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

INSP Update Proposed Plan (2040) with Mitigation

Alameda County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	5,204.00	Dwelling Unit	136.95	5,204,000.00	14883
Industrial Park	7,089.30	1000sqft	162.75	7,089,300.00	0
Junior College (2Yr)	8,110.00	Student	8.13	354,019.64	0
Manufacturing	2,540.58	1000sqft	58.32	2,540,580.00	0
Office Park	601.75	1000sqft	13.81	601,750.00	0
Regional Shopping Center	867.52	1000sqft	19.92	867,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	152.2	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2030.

Land Use - Future (2040) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - See Mitigation Measure GHG-1.

Mobile Land Use Mitigation - See Mitigation Measure GHG-1.

Water Mitigation - See Mitigation Measure GHG-1.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,726,585.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,179,754.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	3,512,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	10,538,100.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00

tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/9/2052	6/3/2050
tblConstructionPhase	PhaseEndDate	9/25/2048	12/20/2024
tblConstructionPhase	PhaseEndDate	9/3/2021	2/23/2020
tblConstructionPhase	PhaseEndDate	12/20/2024	8/5/2022
tblConstructionPhase	PhaseEndDate	6/3/2050	9/25/2048
tblConstructionPhase	PhaseEndDate	8/5/2022	9/3/2021
tblFireplaces	NumberWood	884.68	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	152.2
tblTripsAndVMT	VendorTripNumber	2,433.00	0.00
tblTripsAndVMT	WorkerTripNumber	8,410.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,682.00	0.00
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.30
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00

tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.54
tblVehicleTrips	ST_TR	2.49	6.72
tblVehicleTrips	ST_TR	0.42	1.21
tblVehicleTrips	ST_TR	1.49	3.76
tblVehicleTrips	ST_TR	1.64	11.23
tblVehicleTrips	ST_TR	49.97	41.99
tblVehicleTrips	SU_TR	5.86	6.54
tblVehicleTrips	SU_TR	0.73	6.72
tblVehicleTrips	SU_TR	0.04	1.21
tblVehicleTrips	SU_TR	0.62	3.76
tblVehicleTrips	SU_TR	0.76	11.23
tblVehicleTrips	SU_TR	25.24	41.99
tblVehicleTrips	WD_TR	6.65	6.54
tblVehicleTrips	WD_TR	6.83	6.72
tblVehicleTrips	WD_TR	1.23	1.21
tblVehicleTrips	WD_TR	3.82	3.76
tblVehicleTrips	WD_TR	11.42	11.23
tblVehicleTrips	WD_TR	42.70	41.99
tblWoodstoves	NumberCatalytic	104.08	0.00
tblWoodstoves	NumberNoncatalytic	104.08	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	132.4077	1,161.2803	1,560.6503	10.3183	1,041.6556	4.0500	1,045.7056	278.9375	3.7895	282.7270		1,058,505.6713	1,058,505.6713	32.0366		1,059,306.5855
Total	**563.8248**	**1,248.1239**	**2,047.8728**	**10.8426**	**1,041.6556**	**12.7900**	**1,054.4456**	**278.9375**	**12.5294**	**291.4670**	**0.0000**	**1,159,580.2841**	**1,159,580.2841**	**34.7056**	**1.8388**	**1,160,995.8818**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	111.6349	1,028.7049	1,140.5827	7.4083	718.7997	2.9056	721.7053	192.4822	2.7173	195.1995		760,806.3874	760,806.3874	25.6649		761,448.0094
Total	**543.0521**	**1,115.5486**	**1,627.8052**	**7.9326**	**718.7997**	**11.6456**	**730.4452**	**192.4822**	**11.4573**	**203.9395**	**0.0000**	**861,881.0002**	**861,881.0002**	**28.3339**	**1.8388**	**863,137.3057**

	ROG	NOx	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	**3.68**	**10.62**	**20.51**	**26.84**	**30.99**	**8.95**	**30.73**	**30.99**	**8.56**	**30.03**	**0.00**	**25.67**	**25.67**	**18.36**	**0.00**	**25.66**

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	2/24/2020	2/23/2020	5	0	
2	Site Preparation	Site Preparation	9/4/2021	9/3/2021	5	0	
3	Grading	Grading	8/6/2022	8/5/2022	5	0	
4	Building Construction	Building Construction	12/21/2024	12/20/2024	5	0	
5	Paving	Paving	9/26/2048	9/25/2048	5	0	
6	Architectural Coating	Architectural Coating	6/4/2050	6/3/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2040) with Mitigation - Alameda County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Integrate Below Market Rate Housing

Provide Traffic Calming Measures

Expand Transit Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	111.6349	1,028.7049	1,140.5827	7.4083	718.7997	2.9056	721.7053	192.4822	2.7173	195.1995		760,806.3874	760,806.3874	25.6649		761,448.0094
Unmitigated	132.4077	1,161.2803	1,560.6503	10.3183	1,041.6556	4.0500	1,045.7056	278.9375	3.7895	282.7270		1,058,505.6713	1,058,505.6713	32.0366		1,059,306.5855

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	34,034.16	34,034.16	34034.16	115,212,438	79,502,917
Industrial Park	47,640.10	47,640.10	47640.10	161,271,253	111,286,032
Junior College (2Yr)	9,813.10	9,813.10	9813.10	33,219,306	22,923,148
Manufacturing	9,552.58	9,552.58	9552.58	32,337,397	22,314,582
Office Park	6,757.65	6,757.65	6757.65	22,876,005	15,785,701
Regional Shopping Center	36,427.16	36,427.16	36427.16	123,313,238	85,092,915
Total	144,224.75	144,224.75	144,224.75	488,229,638	336,905,295

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.30	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Industrial Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Junior College (2Yr)	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Manufacturing	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Office Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Regional Shopping Center	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2040) with Mitigation - Alameda County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
NaturalGas Unmitigated	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	123177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317950	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23404.1	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34819.1	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5632.94	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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 Mid Rise	123.177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317.95	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23.4041	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183.618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34.8191	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5.63294	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Unmitigated	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

INSP Update Proposed Plan (2040) with Mitigation

Alameda County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	5,204.00	Dwelling Unit	136.95	5,204,000.00	14883
Industrial Park	7,089.30	1000sqft	162.75	7,089,300.00	0
Junior College (2Yr)	8,110.00	Student	8.13	354,019.64	0
Manufacturing	2,540.58	1000sqft	58.32	2,540,580.00	0
Office Park	601.75	1000sqft	13.81	601,750.00	0
Regional Shopping Center	867.52	1000sqft	19.92	867,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	4			**Operational Year**	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	152.2	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor includes RPS benefit up to 2030.

Land Use - Future (2040) Proposed Plan land use.

Construction Phase - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Off-road Equipment - No construction.

Grading - No construction.

Trips and VMT - No construction.

Architectural Coating - No construction.

Vehicle Trips - Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.

Woodstoves - No woodstoves.

Energy Use -

Waste Mitigation - See Mitigation Measure GHG-1.

Mobile Land Use Mitigation - See Mitigation Measure GHG-1.

Water Mitigation - See Mitigation Measure GHG-1.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	5,726,585.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	17,179,754.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	3,512,700.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	10,538,100.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	6,200.00	0.00
tblConstructionPhase	NumDays	400.00	0.00

tblConstructionPhase	NumDays	620.00	0.00
tblConstructionPhase	NumDays	440.00	0.00
tblConstructionPhase	NumDays	240.00	0.00
tblConstructionPhase	PhaseEndDate	2/9/2052	6/3/2050
tblConstructionPhase	PhaseEndDate	9/25/2048	12/20/2024
tblConstructionPhase	PhaseEndDate	9/3/2021	2/23/2020
tblConstructionPhase	PhaseEndDate	12/20/2024	8/5/2022
tblConstructionPhase	PhaseEndDate	6/3/2050	9/25/2048
tblConstructionPhase	PhaseEndDate	8/5/2022	9/3/2021
tblFireplaces	NumberWood	884.68	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	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	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	152.2
tblTripsAndVMT	VendorTripNumber	2,433.00	0.00
tblTripsAndVMT	WorkerTripNumber	8,410.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,682.00	0.00
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TL	7.30	9.30
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	88.60	100.00
tblVehicleTrips	CC_TTP	28.00	100.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CC_TTP	64.70	100.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00

tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	6.40	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.30	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	7.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	HO_TL	5.70	0.00
tblVehicleTrips	HO_TTP	54.00	0.00
tblVehicleTrips	HS_TL	4.80	0.00
tblVehicleTrips	HS_TTP	15.00	0.00
tblVehicleTrips	HW_TL	10.80	9.30
tblVehicleTrips	HW_TTP	31.00	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PB_TP	1.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00

tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	6.39	6.54
tblVehicleTrips	ST_TR	2.49	6.72
tblVehicleTrips	ST_TR	0.42	1.21
tblVehicleTrips	ST_TR	1.49	3.76
tblVehicleTrips	ST_TR	1.64	11.23
tblVehicleTrips	ST_TR	49.97	41.99
tblVehicleTrips	SU_TR	5.86	6.54
tblVehicleTrips	SU_TR	0.73	6.72
tblVehicleTrips	SU_TR	0.04	1.21
tblVehicleTrips	SU_TR	0.62	3.76
tblVehicleTrips	SU_TR	0.76	11.23
tblVehicleTrips	SU_TR	25.24	41.99
tblVehicleTrips	WD_TR	6.65	6.54
tblVehicleTrips	WD_TR	6.83	6.72
tblVehicleTrips	WD_TR	1.23	1.21
tblVehicleTrips	WD_TR	3.82	3.76
tblVehicleTrips	WD_TR	11.42	11.23
tblVehicleTrips	WD_TR	42.70	41.99
tblWoodstoves	NumberCatalytic	104.08	0.00
tblWoodstoves	NumberNoncatalytic	104.08	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2024	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2048	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	118.1819	1,183.2762	1,525.6405	9.7504	1,041.6556	4.0612	1,045.7168	278.9375	3.8002	282.7377		1,000,978.6065	1,000,978.6065	33.6213		1,001,819.1383
Total	**549.5991**	**1,270.1199**	**2,012.8631**	**10.2747**	**1,041.6556**	**12.8012**	**1,054.4568**	**278.9375**	**12.5402**	**291.4777**	**0.0000**	**1,102,053.2193**	**1,102,053.2193**	**36.2903**	**1.8388**	**1,103,508.4346**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Energy	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
Mobile	97.2108	1,039.2001	1,142.2901	6.9839	718.7997	2.9168	721.7165	192.4822	2.7280	195.2102		717,601.0774	717,601.0774	27.2986		718,283.5434
Total	**528.6280**	**1,126.0437**	**1,629.5127**	**7.5082**	**718.7997**	**11.6568**	**730.4565**	**192.4822**	**11.4680**	**203.9502**	**0.0000**	**818,675.6902**	**818,675.6902**	**29.9677**	**1.8388**	**819,972.8397**

	ROG	NOx	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	**3.82**	**11.34**	**19.05**	**26.93**	**30.99**	**8.94**	**30.73**	**30.99**	**8.55**	**30.03**	**0.00**	**25.71**	**25.71**	**17.42**	**0.00**	**25.69**

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	2/24/2020	2/23/2020	5	0	
2	Site Preparation	Site Preparation	9/4/2021	9/3/2021	5	0	
3	Grading	Grading	8/6/2022	8/5/2022	5	0	
4	Building Construction	Building Construction	12/21/2024	12/20/2024	5	0	
5	Paving	Paving	9/26/2048	9/25/2048	5	0	
6	Architectural Coating	Architectural Coating	6/4/2050	6/3/2050	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

INSP Update Proposed Plan (2040) with Mitigation - Alameda County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
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
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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 - 2020

Unmitigated Construction On-Site

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

3.2 Demolition - 2020

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.2 Demolition - 2020

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2048

Unmitigated Construction On-Site

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

3.6 Paving - 2048

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2048

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2050

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Integrate Below Market Rate Housing

Provide Traffic Calming Measures

Expand Transit Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	97.2108	1,039.2001	1,142.2901	6.9839	718.7997	2.9168	721.7165	192.4822	2.7280	195.2102		717,601.0774	717,601.0774	27.2986		718,283.5434
Unmitigated	118.1819	1,183.2762	1,525.6405	9.7504	1,041.6556	4.0612	1,045.7168	278.9375	3.8002	282.7377		1,000,978.6065	1,000,978.6065	33.6213		1,001,819.1383

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	34,034.16	34,034.16	34034.16	115,212,438	79,502,917
Industrial Park	47,640.10	47,640.10	47640.10	161,271,253	111,286,032
Junior College (2Yr)	9,813.10	9,813.10	9813.10	33,219,306	22,923,148
Manufacturing	9,552.58	9,552.58	9552.58	32,337,397	22,314,582
Office Park	6,757.65	6,757.65	6757.65	22,876,005	15,785,701
Regional Shopping Center	36,427.16	36,427.16	36427.16	123,313,238	85,092,915
Total	144,224.75	144,224.75	144,224.75	488,229,638	336,905,295

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	9.30	0.00	0.00	100.00	0.00	0.00	100	0	0
Industrial Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Junior College (2Yr)	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Manufacturing	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Office Park	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0
Regional Shopping Center	0.00	9.30	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Industrial Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Junior College (2Yr)	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Manufacturing	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Office Park	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633
Regional Shopping Center	0.564354	0.034948	0.188156	0.101714	0.011079	0.005040	0.028641	0.055840	0.002376	0.001564	0.005216	0.000439	0.000633

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

INSP Update Proposed Plan (2040) with Mitigation - Alameda County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443
NaturalGas Unmitigated	7.4261	66.7854	51.3948	0.4051		5.1308	5.1308		5.1308	5.1308		81,011.9309	81,011.9309	1.5527	1.4852	81,493.3443

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	123177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317950	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23404.1	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34819.1	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5632.94	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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 Mid Rise	123.177	1.3284	11.3516	4.8305	0.0725		0.9178	0.9178		0.9178	0.9178		14,491.4417	14,491.4417	0.2778	0.2657	14,577.5571
Industrial Park	317.95	3.4289	31.1716	26.1841	0.1870		2.3690	2.3690		2.3690	2.3690		37,405.9117	37,405.9117	0.7170	0.6858	37,628.1963
Junior College (2Yr)	23.4041	0.2524	2.2945	1.9274	0.0138		0.1744	0.1744		0.1744	0.1744		2,753.4227	2,753.4227	0.0528	0.0505	2,769.7849
Manufacturing	183.618	1.9802	18.0018	15.1215	0.1080		1.3681	1.3681		1.3681	1.3681		21,602.0952	21,602.0952	0.4140	0.3960	21,730.4657
Office Park	34.8191	0.3755	3.4136	2.8675	0.0205		0.2594	0.2594		0.2594	0.2594		4,096.3610	4,096.3610	0.0785	0.0751	4,120.7036
Regional Shopping Center	5.63294	0.0608	0.5523	0.4639	3.3100e-003		0.0420	0.0420		0.0420	0.0420		662.6986	662.6986	0.0127	0.0122	666.6367
Total		**7.4261**	**66.7854**	**51.3948**	**0.4051**		**5.1308**	**5.1308**		**5.1308**	**5.1308**		**81,011.9309**	**81,011.9309**	**1.5527**	**1.4852**	**81,493.3443**

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	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521
Unmitigated	423.9911	20.0583	435.8277	0.1192		3.6092	3.6092		3.6092	3.6092	0.0000	20,062.6819	20,062.6819	1.1163	0.3536	20,195.9521

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

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	52.7968					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	356.4634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.7678	15.1069	6.4285	0.0964		1.2214	1.2214		1.2214	1.2214	0.0000	19,285.4118	19,285.4118	0.3696	0.3536	19,400.0153
Landscaping	12.9630	4.9514	429.3993	0.0228		2.3878	2.3878		2.3878	2.3878		777.2701	777.2701	0.7467		795.9367
Total	**423.9911**	**20.0583**	**435.8277**	**0.1193**		**3.6092**	**3.6092**		**3.6092**	**3.6092**	**0.0000**	**20,062.6819**	**20,062.6819**	**1.1163**	**0.3536**	**20,195.9521**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

Table. Trip Rate Information - UPDATED
SOLA Village
Los Angeles, CA

DRAFT
Privileged and Confidential
Attorney Work Product

CalEEMod Defaults

VehicleTripsLandUseSubType	Size	Size Metric	WkDy	Sat	Sun	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW	Primary	Diverted	Pass-By	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW
Office Park	713.75	TSF	11.42	1.64	0.76	0	0	0	7.3	9.5	7.3	82	15	3	0	0	0	48	33	19
Junior College (2Yr)	7237	Student	1.23	0.42	0.04	0	0	0	7.3	9.5	7.3	92	7	1	0	0	0	86	6.4	5
Industrial Park	231.55	TSF	6.83	2.49	0.73	0	0	0	7.3	9.5	7.3	79	19	2	0	0	0	28	59	13
Manufacturing	2549.28	TSF	3.82	1.49	0.62	0	0	0	7.3	9.5	7.3	92	5	3	0	0	0	28	59	13
Apartments Mid Rise	1314	DU	6.65	6.39	5.86	10.8	4.8	5.7	0	0	0	86	11	3	31	15	54	0	0	0
Regional Shopping Center	902.98	TSF	42.7	49.97	25.24	0	0	0	7.3	9.5	7.3	54	35	11	0	0	0	64.7	13.3	19

Note:
CalEEMod User's Guide Appendix D: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4

Existing (2013) Conditions

Land Use Sub Type	Size	Size Metric	Trip Rate (/size/day)			Trip Length (mi)						Trip Type (%)			Trip Type by Use (%)					
			WkDy	Sat	Sun	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW	Primary	Diverted	Pass-By	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW
Office Park	713.75	TSF	11.36	11.36	11.36	0.0	0.0	0.0	9.2	0.0	0.0	100	0	0	0	0	0	100	0	0
Junior College (2Yr)	7237	Student	1.22	1.22	1.22	0.0	0.0	0.0	9.2	0.0	0.0	100	0	0	0	0	0	100	0	0
Industrial Park	231.55	TSF	6.80	6.80	6.80	0.0	0.0	0.0	9.2	0.0	0.0	100	0	0	0	0	0	100	0	0
Manufacturing	2549.28	TSF	3.80	3.80	3.80	0.0	0.0	0.0	9.2	0.0	0.0	100	0	0	0	0	0	100	0	0
Apartments Mid Rise	1314	DU	6.62	6.62	6.62	9.2	0.0	0.0	0.0	0.0	0.0	100	0	0	100	0	0	0	0	0
Regional Shopping Center	902.98	TSF	42.49	42.49	42.49	0.0	0.0	0.0	9.2	0.0	0.0	100	0	0	0	0	0	100	0	0

Note:
See 2018 DEIR Appendix B

2025 With Plan Conditions

Land Use Sub Type	Size	Size Metric	Trip Rate (/size/day)			Trip Length (mi)						Trip Type (%)			Trip Type by Use (%)					
			WkDy	Sat	Sun	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW	Primary	Diverted	Pass-By	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW
Office Park	335.25	TSF	9.08	9.08	9.08	0.0	0.0	0.0	9.4	0.0	0.0	100	0	0	0	0	0	100	0	0
Junior College (2Yr)	7237	Student	0.98	0.98	0.98	0.0	0.0	0.0	9.4	0.0	0.0	100	0	0	0	0	0	100	0	0
Industrial Park	5237	TSF	5.43	5.43	5.43	0.0	0.0	0.0	9.4	0.0	0.0	100	0	0	0	0	0	100	0	0
Manufacturing	5248.75	TSF	3.04	3.04	3.04	0.0	0.0	0.0	9.4	0.0	0.0	100	0	0	0	0	0	100	0	0
Apartments Mid Rise	2914	DU	5.29	5.29	5.29	9.4	0.0	0.0	0.0	0.0	0.0	100	0	0	100	0	0	0	0	0
Regional Shopping Center	549.5	TSF	33.95	33.95	33.95	0.0	0.0	0.0	9.4	0.0	0.0	100	0	0	0	0	0	100	0	0

Note:
See 2018 DEIR Appendix B

Buildout (2040) Conditions

Land Use Sub Type	Size	Size Metric	Trip Rate (/size/day)			Trip Length (mi)						Trip Type (%)			Trip Type by Use (%)					
			WkDy	Sat	Sun	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW	Primary	Diverted	Pass-By	Res H-W	Res H-S	Res H-O	Non Res C-C	Non Res C-W	Non Res C-NW
Office Park	601.75	TSF	11.23	11.23	11.23	0.0	0.0	0.0	9.3	0.0	0.0	100	0	0	0	0	0	100	0	0
Junior College (2Yr)	8110	Student	1.21	1.21	1.21	0.0	0.0	0.0	9.3	0.0	0.0	100	0	0	0	0	0	100	0	0
Industrial Park	7089.3	TSF	6.72	6.72	6.72	0.0	0.0	0.0	9.3	0.0	0.0	100	0	0	0	0	0	100	0	0
Manufacturing	2540.58	TSF	3.76	3.76	3.76	0.0	0.0	0.0	9.3	0.0	0.0	100	0	0	0	0	0	100	0	0
Apartments Mid Rise	5204	DU	6.54	6.54	6.54	9.3	0.0	0.0	0.0	0.0	0.0	100	0	0	100	0	0	0	0	0
Regional Shopping Center	867.52	TSF	41.99	41.99	41.99	0.0	0.0	0.0	9.3	0.0	0.0	100	0	0	0	0	0	100	0	0

Note:
See 2018 DEIR Appendix B

Existing Average Trip Length (mi)	9.22	From Kittelson
Existing Daily Weekday VMT:	694,152	From Kittelson
2025 Average Trip Length (mi)	9.39	From Kittelson
2025 Daily Weekday VMT:	831,719	From Kittelson
Buildout Average Trip Length (mi)	9.3	From Kittelson
Buildout Daily Weekday VMT:	1,340,854	From Kittelson

Existing Conditions

Remark 1	2013 PG&E pounds of CO2/MWh.	**427, see 2019 PG&E Corporate Responsibility and Sustainability Report (CRSR) available at http://www.pgecorp.com/corp_responsibility/reports/2019/assets/PGE_CRSR_2(
Remark 2	No construction.	
Remark 3	Scaled trip rate to match exising VMT from traffic data.	
Remark 4	No woodstoves.	
Remark 5	Based on the City's existing (2013) solid waste diversion rate.	*77%, see City of Livermore Fiscal Year 2017-2018 & 2018-2019 Two-Year Financial Plan Performance Measurement available at http://www.cityoflivermore.net/civicax/fileban

2025 With Project Conditions

Remark 1	Intensity factor includes RPS benefit up to 2025	**291
Remark 2	No construction.	
Remark 3	Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.	
Remark 4	No woodstoves.	
Remark 5	Based on City's most recent solid waste diversion rate.	*75% as of 2015, see City of Livermore Fiscal Year 2017-2018 & 2018-2019 Two-Year Financial Plan Performance Measurement available at http://www.cityoflivermore.net/civ

With Project Conditions

Remark 1	Intensity factor includes RPS benefit up to 2030	**See calculation to the right. Use 152.2 lbs/MWh.
Remark 2	No construction.	
Remark 3	Scaled trip rate to match VMT resulting from implementation of the Proposed Plan.	
Remark 4	No woodstoves.	
Remark 5	Based on City's most recent solid waste diversion rate.	*75% as of 2015, see City of Livermore Fiscal Year 2017-2018 & 2018-2019 Two-Year Financial Plan Performance Measurement available at http://www.cityoflivermore.net/civ

Demographic Data

	Planning Area
2013 Population	4,187

Sources:

Growth Rates Based on Buildout:

	2013	2040 Project Value	2040 Project Rate	
Residential, population	4,187	16,961	5.32%	
Jobs (All)	10,484	20,039	2.43%	9,555
Service Population	14,671	37,000	3.49%	

Year	Population
2013	4,187
2014	4,410
2015	4,644
2016	4,891
2017	5,151
2018	5,425
2019	5,714
2020	6,017
2021	6,337
2022	6,675
2023	7,029
2024	7,403
2025	7,797
2026	8,212
2027	8,648
2028	9,108
2029	9,592
2030	10,103
2031	10,640

2032	11,206
2033	11,802
2034	12,429
2035	13,090
2036	13,786
2037	14,519
2038	15,291
2039	16,105
2040	16,961

Estimated Operational Energy Consumption

Analysis Year/Source	*Million BTU/Year*
2013	
Electricity	193,522
Natural Gas	107,230
Mobile (Gasoline and Diesel)	1,771,980
Total	**2,072,732**
2040	
Electricity	657,551
Natural Gas	251,340
Mobile (Gasoline and Diesel)	2,295,213
Total	**3,204,104**
Net Increase with Proposed Project	1,131,372

Source: Dyett & Bhatia, 2020.

Estimated Energy Consumption Efficiency

	2013	*2040*	*Net Proposed Project*
Energy consumption (million BTUs)	2,072,732	3,204,104	1,131,372
Service population	14,671	37,000	22,329
Million BTUs per capita	141	87	51
Percent change from Existing	*–*	*-39%*	*-64%*

Source: Dyett & Bhatia, 2020.

Conversions:

8.78	kg CO2/gallon gasoline
122,364	BTU/gallon gasoline
10.21	kg CO2/gallon diesel
138,490	BTU/gallon diesel
100,000	BTU/therm
3,412	BTU/kWh

Proposed Plan with Mitigation Operational Energy Consumption

Analysis Year/Source	*Million BTU/Year*
2013	
Electricity	193,522
Natural Gas	107,230
Mobile (Gasoline and Diesel)	1,771,980
Total	**2,072,732**
2040 Mitigated	
Electricity	657,551
Natural Gas	251,340
Mobile (Gasoline and Diesel)	1,650,173
Total	**2,559,064**
Net Increase with Proposed Project	486,332

Source: Dyett & Bhatia, 2020.

Proposed Plan with Mitigation Estimated Energy Consumption Efficiency

	2013	*2040*	*Net Proposed Project*
Energy consumption (million BTUs)	2,072,732	2,559,064	486,332
Population	4,187	16,961	12,774
Million BTUs per capita	495	151	38
Percent change from Existing	--	*-70%*	*-92%*

Source: Dyett & Bhatia, 2020.

2018		VMT Sum:	240,870,744	**2040 Project**
Natural Gas				Natural Gas
VMT	694,152			VMT
Emissions				Emissions
CO2 (MT)	5,722.21			CO2 (MT)
CH4 (MT)	0.11			CH4 (MT)
N2O (MT)	0.10			N2O (MT)
CO2e (MT)	5,756.21			CO2e (MT)
Electricity				Electricity
VMT	694,152			VMT
Emissions				Emissions
CO2 (MT)	10,984.93			CO2 (MT)
CH4 (MT)	0.75			CH4 (MT)
N2O (MT)	0.15			N2O (MT)
CO2e (MT)	11,049.58			CO2e (MT)
Mobile				Mobile
VMT	694,152			VMT
Emissions				Emissions
CO2 (MT)	128,646.54			CO2 (MT)
CH4 (MT)	8.84			CH4 (MT)
N2O (MT)	-			N2O (MT)
CO2e (MT)	128,867.50			CO2e (MT)

Conversion Factors:

2000	lb/ton
453.592	g/lb
347	days/yr
2204.62	lb/MT
0.907185	MT/ton

GWPs

CO2	1
CH4	25
N2O	298

	VMT Sum:	465,276,338	**2040 Project with Mitigation**	
			Natural Gas	
1,340,854			VMT	1,340,854
			Emissions	
13412.43			CO2 (MT)	13,412.43
0.26			CH4 (MT)	0.26
0.25			N2O (MT)	0.25
13492.14	Growth Rate:	104.35%	CO2e (MT)	13,492.14
			Electricity	
1,340,854			VMT	1,340,854
			Emissions	
13,304.05			CO2 (MT)	13,304.05
2.53			CH4 (MT)	2.53
0.52			N2O (MT)	0.52
13,523.71	Growth Rate:	101.02%	CO2e (MT)	13,523.71
			Mobile	
1,340,854			VMT	1,340,854
			Emissions	
166,785.64			CO2 (MT)	119,900.86
5.36			CH4 (MT)	4.33
-			N2O (MT)	-
166,919.72	Growth Rate:	101.30%	CO2e (MT)	120,009.08

VMT Sum: 465,276,338

Growth Rate: 104.35%

Growth Rate: 101.02%

Growth Rate: 99.64%

Table 4.3-2: Transportation GHG Emission Estimates Comparison

	Proposed Project
Annual VMT[1]	465,276,338
Total Yearly Transportation Emissions[2]	166,920
Service Population	37,000
Yearly Transportation Emissions (MTCO2e) Per Service Population	4.51

	Planning Area	
2013 Existing		2013 to 2040 Growth Rate (Planning Area)
TOTAL VMT	694,152	2.47%
2040 No Project		
TOTAL VMT		
2040 Proposed Plan		
TOTAL VMT	1,340,854	

From DKS

Estimated Proposed Plan Unmitigated Operational GHG Emissions

Condition/Source	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
Existing (2013)				
Area Sources	40.75	0.0186	0.00	41.35
Energy Sources	16,707.14	0.8557	0.2593	16,805.79
Mobile Sources	128,646.54	8.8386	0	128,867.50
Waste Generation	326.13	19.2738	0	807.98
Water Consumption	1,414.03	30.6379	0.7373	2,399.70
Total Existing [b]	*147,134.60*	*59.6246*	*0.997*	*148,922.33*
2040 With Proposed Plan				
Area Sources	161	0	0	163
Energy Sources	26,716	3	1	27,016
Mobile Sources	166,786	5	0	166,920
Waste Generation	877	52	0	2,173
Water Consumption	1,986	90	2	4,880
Total 2040 With Proposed Plan [b]	*196,527*	*150*	*3*	*201,152*
Existing (2013) Emissions				
Mass Emissions				148,922
Service Population[c]				14,671
Emissions per Service Population				***10.2***
Proposed Plan Emissions 2040				
Mass Emissions				201,152
Net Mass Emissions (Over Existing Conditions)				52,230
2040 Service Population[e]				37,000
Net Service Population (Over Existing Conditions)				22,329
Emissions per Service Population				***5.4***
Net Emissions per Net Service Population				***2.3***
2040 "Substantial Progress" Efficiency Metric (MT/Service Population)				1.7

Estimated Proposed Plan Mitigated Operational GHG Emissions

Condition/Source	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
Existing (2013)				
Area Sources	40.75	0.0186	0.00	41.35
Energy Sources	16,707.14	0.8557	0.2593	16,805.79
Mobile Sources	128,646.54	8.8386	0	128,867.50
Waste Generation	326.13	19.2738	0	807.98
Water Consumption	1,414.03	30.6379	0.7373	2,399.70
Total Existing [b]	*147,134.60*	*59.6246*	*0.997*	*148,922.33*
2040 With Mitigated Proposed Plan				
Area Sources	161	0	0	163
Energy Sources	26,716	3	1	27,016
Mobile Sources	119,901	4	0	120,009
Waste Generation	526	31	0	1,304
Water Consumption	1,693	76	2	4,153
Total 2040 With Mitigated Proposed Plan [b]	*148,997*	*115*	*3*	*152,644*
Existing (2013) Emissions				
Mass Emissions				148,922.33
Service Population[c]				14,671.00
Emissions per Service Population				***10.2***
Mitigated Proposed Plan Emissions 2040				
Mass Emissions				152,644
Net Mass Emissions (Over Existing Conditions)				3,722
2040 Service Population[e]				37,000
Net Service Population (Over Existing Conditions)				22,329
Emissions per Service Population				***4.1***
Net Emissions per Net Service Population				***0.2***
2040 "Substantial Progress" Efficiency Metric (MT/Service Population)				1.7

Estimated Proposed Plan Mitigated Operational GHG Emissions

Condition/Source	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
Existing (2013)				
Area Sources	41	0	0	41
Energy Sources	16,707	1	0	16,806
Mobile Sources	128,647	9	0	128,868
Waste Generation	326	19	0	808
Water Consumption	1,414	31	1	2,400
Total Existing [b]	*147,135*	*60*	*1*	*148,922*
2025 with Proposed Plan				
Area Sources	90	0	0	91
Energy Sources	35,742	2	1	36,013
Mobile Sources	120,007	4	0	120,109
Waste Generation	839	50	0	2,079
Water Consumption	2,909	89	2	5,775
Total 2025 with Proposed Plan	*159,587*	*145*	*3*	*164,067*
Existing (2013) Emissions				
Mass Emissions				148,922.33
Service Population[c]				14,671.00
Emissions per Service Population				***10.2***
2025 with Proposed Plan Emissions				
Mass Emissions				164,067
Net Mass Emissions (Over Existing Conditions)				15,145
2025 Service Population[e]				24,192
Net Service Population (Over Existing Conditions)				9,521
Emissions per Service Population				***6.8***
Net Emissions per Net Service Population				***1.6***
2025 "Substantial Progress" Efficiency Metric (MT/Service Population)				3.7

Existing (2013)

	NaturalGas Use	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr				
Apartments Mid Rise	11352200.00	605.80	0.01	0.01	609.40
Industrial Park	3790470.00	202.27	0.00	0.00	203.48
Junior College (2Yr)	7622940.00	406.79	0.01	0.01	409.21
Manufacturing	67250000.00	3588.72	0.07	0.07	3610.04
Office Park	15074400.00	804.43	0.02	0.01	809.21
Regional Shopping Center	2140060.00	114.20	0.00	0.00	114.88
Total	**107230070.00**	**5722.21**	**0.11**	**0.10**	**5756.21**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	5424650.00	1050.67	0.07	0.01	1056.85
Industrial Park	4128540.00	799.63	0.05	0.01	804.34
Junior College (2Yr)	2498860.00	483.99	0.03	0.01	486.84
Manufacturing	21057100.00	4078.41	0.28	0.06	4102.42
Office Park	13953800.00	2702.63	0.18	0.04	2718.54
Regional Shopping Center	9652860.00	1869.60	0.13	0.03	1880.61
Total	**56715810.00**	**10984.93**	**0.75**	**0.15**	**11049.58**

	Total CO2	CH4	N2O	CO2e
Category				
Area	40.751	0.0186	4.50E-04	41.3498
Energy	16,707.14	0.8557	0.2593	16,805.79
Mobile	128,646.54	8.8386	0	128,867.50
Waste	326.131	19.2738	0	807.9758
Water	1,414.03	30.6379	0.7373	2,399.70
Total	**147,134.60**	**59.6246**	**0.997**	**148,922.33**

2025 With Project

	NaturalGas Use
Land Use	kBTU/yr
Apartments Mid Rise	25175400.00
Industrial Park	85729700.00
Junior College (2Yr)	7622940.00
Manufacturing	138198000.00
Office Park	7080480.00
Regional Shopping Center	1302320.00
Total	**265108840.00**

	Electricity Use
Land Use	kWh/yr
Apartments Mid Rise	12030000.00
Industrial Park	93375700.00
Junior College (2Yr)	2498860.00
Manufacturing	43272100.00
Office Park	6554140.00
Regional Shopping Center	5874160.00
Total	**163604960.00**

	Total CO2
Category	
Area	90.24
Energy	35742.32
Mobile	120006.55
Waste	839.36
Water	2908.93
Total	**159587.41**

Total CO2	CH4	N2O	CO2e
1343.45	0.03	0.02	1351.44
4574.86	0.09	0.08	4602.05
406.79	0.01	0.01	409.21
7374.78	0.14	0.14	7418.61
377.84	0.01	0.01	380.09
69.50	0.00	0.00	69.91
14147.23	**0.27**	**0.26**	**14231.30**

Total CO2	CH4	N2O	CO2e
MT/yr			
1587.91	0.16	0.03	1601.62
12325.16	1.23	0.25	12431.60
329.84	0.03	0.01	332.69
5711.71	0.57	0.12	5761.04
865.12	0.09	0.02	872.59
775.36	0.08	0.02	782.06
21595.10	**2.15**	**0.45**	**21781.59**

CH4	N2O	CO2e
0.04	0.00	91.43
2.42	0.70	36012.88
4.09	0.00	120108.84
49.60	0.00	2079.48
89.10	2.14	5774.53
145.26	**2.85**	**164067.17**

Proposed Plan (2040)

	NaturalGas Use	Total CO2	CH4
Land Use	kBTU/yr		
Apartments Mid Rise	44959700.00	2399.22	0.05
Industrial Park	116052000.00	6192.97	0.12
Junior College (2Yr)	8542490.00	455.86	0.01
Manufacturing	67020500.00	3576.47	0.07
Office Park	12709000.00	678.20	0.01
Regional Shopping Center	2056020.00	109.72	0.00
Total	**251339710.00**	**13412.43**	**0.26**

	Electricity Use	Total CO2	CH4
Land Use	kWh/yr	MT/yr	
Apartments Mid Rise	21483900.00	1483.18	0.28
Industrial Park	126402000.00	8726.40	1.66
Junior College (2Yr)	2800300.00	193.32	0.04
Manufacturing	20985200.00	1448.75	0.28
Office Park	11764200.00	812.16	0.15
Regional Shopping Center	9273790.00	640.23	0.12
Total	**192709390.00**	**13304.05**	**2.53**

	Total CO2	CH4	N2O
Category			
Area	160.91	0.06	0.00
Energy	26716.48	2.79	0.77
Mobile	166785.64	5.36	0.00
Waste	877.20	51.84	0.00
Water	1986.44	89.97	2.16
Total	**196526.68**	**150.03**	**2.94**

Mitigated Proposed Plan (2040)

N2O	CO2e
0.04	2413.48
0.11	6229.77
0.01	458.57
0.07	3597.72
0.01	682.23
0.00	110.37
0.25	**13492.14**

	NaturalGas Use	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr				
Apartments Mid Rise	44959700.00	2399.22	0.05	0.04	2413.48
Industrial Park	116052000.00	6192.97	0.12	0.11	6229.77
Junior College (2Yr)	8542490.00	455.86	0.01	0.01	458.57
Manufacturing	67020500.00	3576.47	0.07	0.07	3597.72
Office Park	12709000.00	678.20	0.01	0.01	682.23
Regional Shopping Center	2056020.00	109.72	0.00	0.00	110.37
Total	**251339710.00**	**13412.43**	**0.26**	**0.25**	**13492.14**

N2O	CO2e
0.06	1507.67
0.34	8870.48
0.01	196.52
0.06	1472.67
0.03	825.57
0.03	650.80
0.52	**13523.71**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	21483900.00	1483.18	0.28	0.06	1507.67
Industrial Park	126402000.00	8726.40	1.66	0.34	8870.48
Junior College (2Yr)	2800300.00	193.32	0.04	0.01	196.52
Manufacturing	20985200.00	1448.75	0.28	0.06	1472.67
Office Park	11764200.00	812.16	0.15	0.03	825.57
Regional Shopping Center	9273790.00	640.23	0.12	0.03	650.80
Total	**192709390.00**	**13304.05**	**2.53**	**0.52**	**13523.71**

CO2e
163.01
27015.85
166919.72
2173.23
4880.30
201152.11

	Total CO2	CH4	N2O	CO2e
Category				
Area	160.91	0.06	0.00	163.01
Energy	26716.48	2.79	0.77	27015.85
Mobile	119900.86	4.33	0.00	120009.08
Waste	526.32	31.10	0.00	1303.94
Water	1692.65	76.47	1.84	4152.50
Total	**148997.23**	**114.76**	**2.61**	**152644.39**

Appendix D: Noise Data

This page intentionally left blank.

ADT Volumes for analyzed segments		Segment Volumes - AM and PM Peak Hour						ADT (5 x AM peak + 5 x PM Peak)			Estimated DNL (dB) (at 50 ft for roadways and 150 ft from I580)			2040 + Project and 2040 Without-Project Delta		
	Segment	Existing	Existing PM	2040 NP AM	2040 NP PM	2040 + P AM	2040 + P AM	Existing ADT	2040 NP ADT	2040+ Project ADT	Existing	2040 NP	2040 +P			2040 +P
North Canyons Parkway	West of Airway Boulevard	76.00	159.00	1957.00	1311.00	1755.00	1069.00	1175.00	16340.00	14120.00	57.3	68.2	67.7			-0.5
North Canyons Parkway	East of Airway Boulevard	1572.00	1538.00	2748.00	2675.00	2842.00	2834.00	15550.00	27115.00	28380.00	67.2	69.6	69.8			0.1
North Canyons Parkway	West of Gateway Drive	0.00	0.00	0.00	0.00	1780.00	1980.00	0.00	0.00	18800.00	n/a	n/a	68.2			
North Canyons Parkway	East of Gateway Drive	0.00	0.00	0.00	0.00	1267.00	1132.00	0.00	0.00	11995.00	n/a	n/a	66.3			
North Canyons Parkway	West of Collier Canyon Road	1325.00	1017.00	1565.00	1885.00	1491.00	1609.00	11710.00	17250.00	15500.00	66.5	68.0	67.3			-0.7
North Canyons Parkway	East of Collier Canyon Road	1397.00	984.00	1399.00	1431.00	1667.00	1770.00	11905.00	14150.00	17185.00	66.7	66.8	67.7			0.9
Portola Avenue	West of Road 1	0.00	0.00	0.00	0.00	1667.00	1770.00	0.00	0.00	17185.00	n/a	n/a	67.7			
Portola Avenue	East of Road 1	0.00	0.00	0.00	0.00	1664.00	1800.00	0.00	0.00	17320.00	n/a	n/a	67.8			
Portola Avenue	West of Road 2	0.00	0.00	0.00	0.00	1664.00	1800.00	0.00	0.00	17320.00	n/a	n/a	67.8			
Portola Avenue	East of Road 2	0.00	0.00	0.00	0.00	1626.00	2111.00	0.00	0.00	18685.00	n/a	n/a	68.5			
Portola Avenue	West of Main Street	0.00	0.00	0.00	0.00	1626.00	2111.00	0.00	0.00	18685.00	n/a	n/a	68.5			
Portola Avenue	East of Main Street	0.00	0.00	0.00	0.00	1615.00	2109.00	0.00	0.00	18620.00	n/a	n/a	68.5			
Portola Avenue	West of Montage Drive/Road 3	0.00	0.00	0.00	0.00	1615.00	2109.00	0.00	0.00	18620.00	n/a	n/a	68.5			
Portola Avenue	East of Montage Drive/Road 3	0.00	0.00	0.00	0.00	1488.00	2230.00	0.00	0.00	18590.00	n/a	n/a	68.7			
Portola Avenue	West of Road 4	0.00	0.00	0.00	0.00	1488.00	2230.00	0.00	0.00	18590.00	n/a	n/a	68.7			
Portola Avenue	East of Road 4	0.00	0.00	0.00	0.00	1486.00	2245.00	0.00	0.00	18655.00	n/a	n/a	68.8			
Portola Avenue	West of Isabel Avenue	1484.00	1068.00	1485.00	1519.00	1574.00	2326.00	12760.00	15020.00	19500.00	67.0	67.1	68.9			1.9
Portola Avenue	East of Isabel Avenue	1268.00	896.00	1755.00	1851.00	1433.00	2108.00	10820.00	18030.00	17705.00	66.3	67.9	68.5			0.6
Portola Avenue	West of Tranquility Circle	1003.00	1097.00	1165.00	2092.00	1433.00	2108.00	10500.00	16285.00	17705.00	65.7	68.5	68.5			0.0
Portola Avenue	East of Tranquility Circle	884.00	822.00	965.00	1735.00	1210.00	1708.00	8530.00	13500.00	14590.00	64.7	67.6	67.6			-0.1
Portola Avenue	West of Sandalwood Drive	884.00	822.00	884.00	822.00	1210.00	1708.00	8530.00	8530.00	14590.00	64.7	64.7	67.6			2.9
Portola Avenue	East of Sandalwood Drive	884.00	822.00	884.00	822.00	1258.00	1753.00	8530.00	8530.00	15055.00	64.7	64.7	67.7			3.0
Portola Avenue	North of E. Airport Blvd	1415.00	1052.00	1508.00	1992.00	1358.00	2134.00	12335.00	17500.00	17460.00	66.8	68.2	68.5			0.3
Portola Avenue	South of Intersection w E. Airport Blvd	1818.00	1562.00	1908.00	2464.00	2127.00	2825.00	16900.00	21860.00	24760.00	67.8	69.2	69.8			0.6
Portola Avenue	West of Murrieta	1818.00	1562.00	1876.00	2112.00	2122.00	2511.00	16900.00	19940.00	23165.00	67.8	68.5	69.2			0.8
Portola Avenue	East of Murrieta	1958.00	1881.00	2014.00	2421.00	2238.00	2769.00	19195.00	22175.00	25035.00	68.2	69.1	69.7			0.6
Portola Avenue	West of Livermore Avenue	1796.00	1851.00	2020.00	2523.00	2124.00	2770.00	18235.00	22715.00	24470.00	67.9	69.3	69.7			0.4
Portola Avenue	East of Livermore Avenue	1266.00	1150.00	1351.00	1427.00	1283.00	1738.00	12080.00	13890.00	15105.00	66.3	66.8	67.6			0.9
Gateway Drive	North of North Canyons Parkway	0.00	0.00	0.00	0.00	290.00	513.00	0.00	0.00	4015.00	n/a	n/a	61.7			
Gateway Drive	South of North Canyons Parkway	0.00	0.00	0.00	0.00	241.00	393.00	0.00	0.00	3170.00	n/a	n/a	60.6			
Collier Canyon Road	North of N Canyons Pkwy	357.00	472.00	581.00	779.00	317.00	308.00	4145.00	6800.00	3125.00	62.0	64.2	60.3			-3.9
Collier Canyon Road	South of N Canyons Pkwy	283.00	203.00	329.00	425.00	373.00	531.00	2430.00	3770.00	4520.00	59.8	61.5	62.5			1.0
Road 1	North of Portola Avenue	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a			
Road 1	South of Portola Avenue	0.00	0.00	0.00	0.00	15.00	124.00	0.00	0.00	695.00	n/a	n/a	54.2			
Road 2	North of Portola Avenue	0.00	0.00	0.00	0.00	258.00	426.00	0.00	0.00	3420.00	n/a	n/a	59.6			
Road 2	South of Portola Avenue	0.00	0.00	0.00	0.00	554.00	823.00	0.00	0.00	6885.00	n/a	n/a	62.4			
Main Street	North of Portola Avenue	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a			
Main Street	South of Portola Avenue	0.00	0.00	0.00	0.00	31.00	234.00	0.00	0.00	1325.00	n/a	n/a	58.3			
Montage Drive/Road 3	North of Portola Avenue	0.00	0.00	0.00	0.00	259.00	429.00	0.00	0.00	3440.00	n/a	n/a	59.6			
Montage Drive/Road 3	South of Portola Avenue	0.00	0.00	0.00	0.00	486.00	726.00	0.00	0.00	6060.00	n/a	n/a	61.9			
Road 4	North of Portola Avenue	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a			
Road 4	South of Portola Avenue	0.00	0.00	0.00	0.00	8.00	61.00	0.00	0.00	345.00	n/a	n/a	51.1			

Tranquility Circle (west of Sandalwood Dr.)	North of Portola Avenue (parking lot)	0.00	84.00	0.00	84.00	0.00	84.00	420.00	420.00	420.00	52.5	52.5	52.5	0.0
Tranquility Circle (west of Sandalwood Dr.)	South of Portola Avenue	311.00	633.00	464.00	889.00	377.00	780.00	4720.00	6765.00	5785.00	61.3	62.8	62.2	-0.6
Sandalwood Drive	North of Portola Avenue (DNE)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a	
Sandalwood Drive	South of Portola Avenue	20.00	20.00	20.00	20.00	68.00	65.00	200.00	200.00	665.00	46.3	46.3	51.6	5.3
Airway Boulevard	North of N Canyons Pkwy (DNE)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a	
Airway Boulevard	South of N Canyons Pkwy	1618.00	1641.00	2793.00	2324.00	2819.00	2507.00	16295.00	25585.00	26630.00	67.4	69.7	69.8	0.0
Airway Boulevard	North of WB ramps	1793.00	1788.00	2979.00	2487.00	3020.00	2666.00	17905.00	27330.00	28430.00	67.8	70.0	70.0	0.1
Airway Boulevard	South of WB ramps	1549.00	1254.00	1985.00	2100.00	2019.00	2200.00	14015.00	20425.00	21095.00	67.1	68.5	68.7	0.2
Airway Boulevard	North of EB ramps	1570.00	1259.00	1671.00	2135.00	1791.00	2310.00	14145.00	19030.00	20505.00	67.2	68.5	68.9	0.3
Airway Boulevard	South of EB ramps	981.00	840.00	1158.00	1507.00	1433.00	1703.00	9105.00	13325.00	15680.00	65.2	67.0	67.6	0.5
Airway Blvd	West of Isabel Ave	773.00	712.00	933.00	1159.00	1187.00	1044.00	7425.00	10460.00	12400.00	64.1	65.9	66.0	0.1
Airway Blvd	East of Isabel Ave	747.00	705.00	844.00	857.00	1397.00	808.00	7260.00	8505.00	14430.00	64.0	64.6	66.7	2.1
Airway Boulevard	West of Rutan Drive	593.00	1055.00	598.00	735.00	1451.00	1500.00	8240.00	6665.00	14755.00	65.5	63.9	67.0	3.1
Airway Boulevard	East of Rutan Drive	513.00	631.00	513.00	631.00	1287.00	1337.00	5720.00	5720.00	13120.00	63.2	63.2	66.5	3.3
E. Airway Boulevard	West of Bart Access	0.00	0.00	0.00	0.00	1287.00	1337.00	0.00	0.00	13120.00	n/a	n/a	66.5	
E. Airway Boulevard	East of Bart Access	0.00	0.00	0.00	0.00	1140.00	1044.00	0.00	0.00	10920.00	n/a	n/a	65.8	
E. Airway Boulevard	West of Stealth Street	0.00	0.00	0.00	0.00	1140.00	1044.00	0.00	0.00	10920.00	n/a	n/a	65.8	
E. Airway Boulevard	East of Stealth Street	0.00	0.00	0.00	0.00	964.00	808.00	0.00	0.00	8860.00	n/a	n/a	65.1	
E. Airway Boulevard	West of Sutter Street	437.00	509.00	477.00	510.00	964.00	808.00	4730.00	4935.00	8860.00	62.3	62.3	65.1	2.8
E. Airway Boulevard	East of Sutter Street	376.00	461.00	416.00	462.00	1000.00	895.00	4185.00	4390.00	9475.00	61.9	61.9	65.2	3.4
E. Airway Boulevard	West/N of Portola Avenue	427.00	542.00	442.00	580.00	1358.00	2134.00	4845.00	5110.00	17460.00	62.6	62.9	68.5	5.7
E. Airway Boulevard	East of Portola Avenue (DNE)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a	
Rutan Drive	North of E. Airway Blvd (DNE)	0.00	0.00	0.00	0.00	363.00	373.00	0.00	0.00	3680.00	n/a	n/a	60.4	
Rutan Drive	South of E. Airway Blvd	120.00	464.00	125.00	144.00	131.00	188.00	2920.00	1345.00	1595.00	61.3	56.2	57.4	1.2
Bart Access Road	North of E. Airway Boulevard	0.00	0.00	0.00	0.00	542.00	533.00	0.00	0.00	5375.00	n/a	n/a	60.6	
BART Access & E. Airway Boulevard	South of E. Airway Boulevard	0.00	0.00	0.00	0.00	515.00	682.00	0.00	0.00	5985.00	n/a	n/a	61.6	
Stealth Street	North of E. Airway Boulevard	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a	
Stealth Street	South of E. Airway Boulevard	0.00	0.00	0.00	0.00	366.00	544.00	0.00	0.00	4550.00	n/a	n/a	60.6	
Sutter Street	North of E. Airway Boulevard (DNE)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	n/a	n/a	n/a	
Sutter Street	South of E. Airway Boulevard	105.00	122.00	105.00	122.00	170.00	281.00	1135.00	1135.00	2255.00	54.1	54.1	57.8	3.6
Murrieta Boulevard	North of Portola Avenue	11.00	17.00	11.00	17.00	11.00	17.00	140.00	140.00	140.00	47.6	47.6	47.6	0.0
Murrieta Boulevard	South of Portola Avenue	703.00	782.00	715.00	1092.00	823.00	1379.00	7425.00	9035.00	11010.00	64.2	65.6	66.6	1.0
Livermore Avenue	North of Portola Avenue	1695.00	2392.00	2210.00	3191.00	2177.00	3555.00	20435.00	27005.00	28660.00	69.0	70.3	70.8	0.5
Livermore Avenue	South of Portola Avenue	1341.00	1601.00	1703.00	2191.00	1684.00	2619.00	14710.00	19470.00	21515.00	67.3	68.7	69.4	0.8
INP Road	West of Isabel Avenue	0.00	0.00	0.00	0.00	568.00	725.00	0.00	0.00	6465.00	n/a	n/a	63.2	
INP Road	East of Isabel Avenue	0.00	0.00	0.00	0.00	80.00	154.00	0.00	0.00	1170.00	n/a	n/a	56.5	
Isabel Avenue	North of Portola Avenue	580.00	658.00	741.00	965.00	456.00	429.00	6190.00	8530.00	4425.00	66.9	68.6	65.4	-3.3
Isabel Avenue	South of Portola Avenue	1458.00	1364.00	2049.00	1927.00	1383.00	1403.00	14110.00	19880.00	13930.00	70.4	71.9	70.2	-1.6
Isabel Avenue	North of INP Road	0.00	0.00	0.00	0.00	1114.00	1317.00	0.00	0.00	12155.00	n/a	n/a	70.0	
Isabel Avenue	South of INP Road	0.00	0.00	0.00	0.00	1618.00	1854.00	0.00	0.00	17360.00	n/a	n/a	71.4	
Isabel Avenue	North of BART Parking Road/Access (North)	0.00	0.00	0.00	0.00	1618.00	1854.00	0.00	0.00	17360.00	n/a	n/a	71.4	
Isabel Avenue	South of BART Parking Road/Access (North)	0.00	0.00	0.00	0.00	2650.00	2943.00	0.00	0.00	27965.00	n/a	n/a	73.5	
Isabel Ave	North of Airway Blvd	2563.00	2864.00	2859.00	2905.00	2801.00	2946.00	27135.00	28820.00	28735.00	73.3	73.4	73.5	0.1

Isabel Ave	South of Airway Blvd	2859.00	3017.00	3282.00	3553.00	3419.00	3784.00	29380.00	34175.00	36015.00	73.6	74.3	74.5	0.3
Isabel Avenue	North of WB ramps	1457.00	1281.00	2129.00	2061.00	2783.00	2802.00	13690.00	20950.00	27925.00	70.4	72.0	73.2	1.2
Isabel Avenue	South of WB ramps	1519.00	1538.00	1814.00	1776.00	2447.00	2410.00	15285.00	17950.00	24285.00	70.6	71.4	72.7	1.3
Isabel Avenue	North of EB ramps (which are S. of I-580)	1970.00	2026.00	2330.00	2487.00	2804.00	2910.00	19980.00	24085.00	28570.00	71.8	72.7	73.4	0.7
Isabel Avenue	South of EB ramps (which are S. of I-580)	2486.00	2544.00	2698.00	2692.00	2770.00	3073.00	25150.00	26950.00	29215.00	72.8	73.1	73.6	0.6
Isabel Avenue	No. of Jack London Boulevard	2536.00	2919.00	3098.00	3568.00	3186.00	3810.00	27275.00	33330.00	34980.00	73.4	74.3	74.6	0.3
Isabel Avenue	So. of Jack London Boulevard	2189.00	2595.00	3193.00	3929.00	3222.00	4167.00	23920.00	35610.00	36945.00	72.9	74.7	75.0	0.3
BART Parking Road/Access (North)	West of Isabel Avenue	0.00	0.00	0.00	0.00	1104.00	1360.00	0.00	0.00	12320.00	n/a	n/a	64.6	
BART Parking Road/Access (North)	East of Isabel Avenue	0.00	0.00	0.00	0.00	180.00	305.00	0.00	0.00	2425.00	n/a	n/a	58.1	
Jack London Boulevard	West of Isabel Avenue	1357.00	1272.00	1839.00	1668.00	1628.00	1802.00	13145.00	17535.00	17150.00	66.6	67.9	67.8	-0.1
Jack London Boulevard	East of Isabel Avenue	1434.00	1706.00	2012.00	2671.00	1896.00	2429.00	15700.00	23415.00	21625.00	67.6	69.5	69.1	-0.4
I-580	From Fallon Road to Airway Blvd							173928.00	177320.00	########	76.9	76.9	76.9	0.0
I-580	Between Airway Blvd Ramps (under the overpass)							160492.00	178123.00	########	76.5	77.0	76.7	-0.2
I-580	From Airway Blvd to Isabel Avenue							147056.00	178925.00	########	76.1	77.0	76.9	-0.1
I-580	Between Isabel Avenue Ramps (under the overpass)							150967.00	181924.00	########	76.2	77.0	76.9	-0.1
I-580	From Isabel Avenue to North Livermore Avenue							154877.00	184923.00	########	76.3	77.1	77.1	0.0

ADT Values calculated by multiplying AM and PM peak hour volumes by 5 and adding, per direction from/consultation with Kittleson

ADT drops due to project attracting trips off the freeway

ADT drops due to project attracting trips off the freeway

ADT drops due to project attracting trips off the freeway

City of Livermore Downtown Isabel - Traffic Noise Analysis Summary
Salter Project No. 20-0029 (20 March 2020)

#	Roadway	Segment	Existing Noise Level at 50' (DNL in dB)	Future Noise Level at 50' (DNL in dB)	Projected Increase (dB)	Future: Distance from Centerline to DNL 70 dB	Future: Distance from Centerline to DNL 65 dB	Future: Distance from Centerline to DNL 60 dB
1	North Canyons Parkway	West of Airway Boulevard	57	68	11	<50	80	160
2	North Canyons Parkway	East of Airway Boulevard	67	70	3	50	100	220
3	North Canyons Parkway	West of Gateway Drive	n/a	68		<50	80	180
4	North Canyons Parkway	East of Gateway Drive	n/a	66		<50	60	130
5	North Canyons Parkway	West of Collier Canyon Road	66	67	1	<50	70	150
6	North Canyons Parkway	East of Collier Canyon Road	67	68	1	<50	80	160
7	Portola Avenue	West of Road 1	n/a	68		<50	80	160
8	Portola Avenue	East of Road 1	n/a	68		<50	80	170
9	Portola Avenue	West of Road 2	n/a	68		<50	80	170
10	Portola Avenue	East of Road 2	n/a	68		<50	90	180
11	Portola Avenue	West of Main Street	n/a	68		<50	90	180
12	Portola Avenue	East of Main Street	n/a	68		<50	90	180
13	Portola Avenue	West of Montage Drive/Road 3	n/a	68		<50	90	180
14	Portola Avenue	East of Montage Drive/Road 3	n/a	69		<50	90	190
15	Portola Avenue	West of Road 4	n/a	69		<50	90	190
16	Portola Avenue	East of Road 4	n/a	69		<50	90	190
17	Portola Avenue	West of Isabel Avenue	67	69	2	<50	90	200
18	Portola Avenue	East of Isabel Avenue	66	68	2	<50	90	180
19	Portola Avenue	West of Tranquility Circle	66	68	2	<50	90	180
20	Portola Avenue	East of Tranquility Circle	65	68	3	<50	70	160
21	Portola Avenue	West of Sandalwood Drive	65	68	3	<50	70	160
22	Portola Avenue	East of Sandalwood Drive	65	68	3	<50	80	160
23	Portola Avenue	North of E. Airport Blvd	67	69	2	<50	90	190
24	Portola Avenue	South of Intersection w E. Airport Blvd	68	70	2	50	100	220
25	Portola Avenue	West of Murrieta	68	69	1	<50	100	210
26	Portola Avenue	East of Murrieta	68	70	2	50	100	220
27	Portola Avenue	West of Livermore Avenue	68	70	2	50	100	220
28	Portola Avenue	East of Livermore Avenue	66	68	2	<50	80	160
29	Gateway Drive	North of North Canyons Parkway	n/a	62		<50	<50	70
30	Gateway Drive	South of North Canyons Parkway	n/a	61		<50	<50	50
31	Collier Canyon Road	North of N Canyons Pkwy	62	60	<1	<50	<50	50
32	Collier Canyon Road	South of N Canyons Pkwy	60	63	3	<50	<50	70
33	Road 1	North of Portola Avenue	n/a	n/a		0	0	0
34	Road 1	South of Portola Avenue	n/a	54		<50	<50	<50

35	Road 2	North of Portola Avenue	n/a	60		<50	<50	50
36	Road 2	South of Portola Avenue	n/a	62		<50	<50	70
37	Main Street	North of Portola Avenue	n/a	n/a		0	0	0
38	Main Street	South of Portola Avenue	n/a	58		<50	<50	<50
39	Montage Drive/Road 3	North of Portola Avenue	n/a	60		<50	<50	50
40	Montage Drive/Road 3	South of Portola Avenue	n/a	62		<50	<50	70
41	Road 4	North of Portola Avenue	n/a	n/a		0	0	0
42	Road 4	South of Portola Avenue	n/a	51		<50	<50	<50
43	Tranquility Circle (west of Sandalwood Dr.)	North of Portola Avenue (parking lot)	53	53	<1	<50	<50	<50
44	Tranquility Circle (west of Sandalwood Dr.)	South of Portola Avenue	61	62	1	<50	<50	70
45	Sandalwood Drive	North of Portola Avenue (DNE)	n/a	n/a		0	0	0
46	Sandalwood Drive	South of Portola Avenue	46	52	6	<50	<50	<50
47	Airway Boulevard	North of N Canyons Pkwy (DNE)	n/a	n/a		0	0	0
48	Airway Boulevard	South of N Canyons Pkwy	67	70	3	50	100	220
49	Airway Boulevard	North of WB ramps	68	70	2	50	110	230
50	Airway Boulevard	South of WB ramps	67	69	2	<50	90	190
51	Airway Boulevard	North of EB ramps	67	69	2	<50	90	200
52	Airway Boulevard	South of EB ramps	65	68	3	<50	70	160
53	Airway Blvd	West of Isabel Ave	64	66	2	<50	60	130
54	Airway Blvd	East of Isabel Ave	64	67	3	<50	60	140
55	Airway Boulevard	West of Rutan Drive	65	67	2	<50	70	150
56	Airway Boulevard	East of Rutan Drive	63	67	4	<50	60	140
57	E. Airway Boulevard	West of Bart Access	n/a	67		<50	60	140
58	E. Airway Boulevard	East of Bart Access	n/a	66		<50	60	120
59	E. Airway Boulevard	West of Stealth Street	n/a	66		<50	60	120
60	E. Airway Boulevard	East of Stealth Street	n/a	65		<50	50	110
61	E. Airway Boulevard	West of Sutter Street	62	65	3	<50	50	110
62	E. Airway Boulevard	East of Sutter Street	62	65	3	<50	50	110
63	E. Airway Boulevard	West/N of Portola Avenue	63	69	6	<50	90	190
64	E. Airway Boulevard	East of Portola Avenue (DNE)	n/a	n/a		0	0	0
65	Rutan Drive	North of E. Airway Blvd (DNE)	n/a	60		<50	<50	50
66	Rutan Drive	South of E. Airway Blvd	61	57	<1	<50	<50	<50
67	Bart Access Road	North of E. Airway Boulevard	n/a	61		<50	<50	50
68	BART Access & E. Airway Boulevard	South of E. Airway Boulevard	n/a	62		<50	<50	60
69	Stealth Street	North of E. Airway Boulevard	n/a	n/a		0	0	0
70	Stealth Street	South of E. Airway Boulevard	n/a	61		<50	<50	60
71	Sutter Street	North of E. Airway Boulevard (DNE)	n/a	n/a		0	0	0
72	Sutter Street	South of E. Airway Boulevard	54	58	4	<50	<50	<50
73	Murrieta Boulevard	North of Portola Avenue	48	48	<1	<50	<50	<50
74	Murrieta Boulevard	South of Portola Avenue	64	67	3	<50	60	140
75	Livermore Avenue	North of Portola Avenue	69	71	2	60	120	260

76	Livermore Avenue	South of Portola Avenue	67	69	2	50	100	210
77	INP Road	West of Isabel Avenue	n/a	63		<50	<50	80
78	INP Road	East of Isabel Avenue	n/a	57		<50	<50	<50
79	Isabel Avenue	North of Portola Avenue	67	65	<1	<50	50	110
80	Isabel Avenue	South of Portola Avenue	70	70	<1	50	110	240
81	Isabel Avenue	North of INP Road	n/a	70		50	110	230
82	Isabel Avenue	South of INP Road	n/a	71		60	130	290
83	Isabel Avenue	North of BART Parking Road/Access (North)	n/a	71		60	130	290
84	Isabel Avenue	South of BART Parking Road/Access (North)	n/a	73		80	180	390
85	Isabel Ave	North of Airway Blvd	73	73	<1	90	180	390
86	Isabel Ave	South of Airway Blvd	74	75	1	100	220	470
87	Isabel Avenue	North of WB ramps	70	73	3	80	180	380
88	Isabel Avenue	South of WB ramps	71	73	2	80	160	350
89	Isabel Avenue	North of EB ramps (which are S. of I-580)	72	73	1	80	180	390
90	Isabel Avenue	South of EB ramps (which are S. of I-580)	73	74	1	90	190	410
91	Isabel Avenue	No. of Jack London Boulevard	73	75	2	100	220	470
92	Isabel Avenue	So. of Jack London Boulevard	73	75	2	110	230	500
93	BART Parking Road/Access (North)	West of Isabel Avenue	n/a	65		<50	50	100
94	BART Parking Road/Access (North)	East of Isabel Avenue	n/a	58		<50	<50	<50
95	Jack London Boulevard	West of Isabel Avenue	67	68	1	<50	80	170
96	Jack London Boulevard	East of Isabel Avenue	68	69	1	<50	90	200
97	I-580	From Fallon Road to Airway Blvd	84	84	<1	440	940	2020
98	I-580	Between Airway Blvd Ramps (under the overpass)	84	84	<1	420	910	1950
99	I-580	From Airway Blvd to Isabel Avenue	83	84	1	430	930	2000
100	I-580	Between Isabel Avenue Ramps (under the overpass)	83	84	1	430	940	2020
101	I-580	From Isabel Avenue to North Livermore Avenue	84	84	<1	450	960	2070

Definition:

DNL (Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the DNL and CNEL are usually interchangeable. DNL is sometimes written as the symbol "Ldn."

Comments/Assumptions

1) Street traffic volumes are per traffic engineer data received 24 Feb 2020
2) Highway traffic volumes are per published Caltrans data (2017)
3) Truck % assumed to be 2% for all roadways
4) Speeds are estimated per posting and adjusted per site observation/measurement
5) Existing is "Existing no project" and Future is "Future with project" conditions