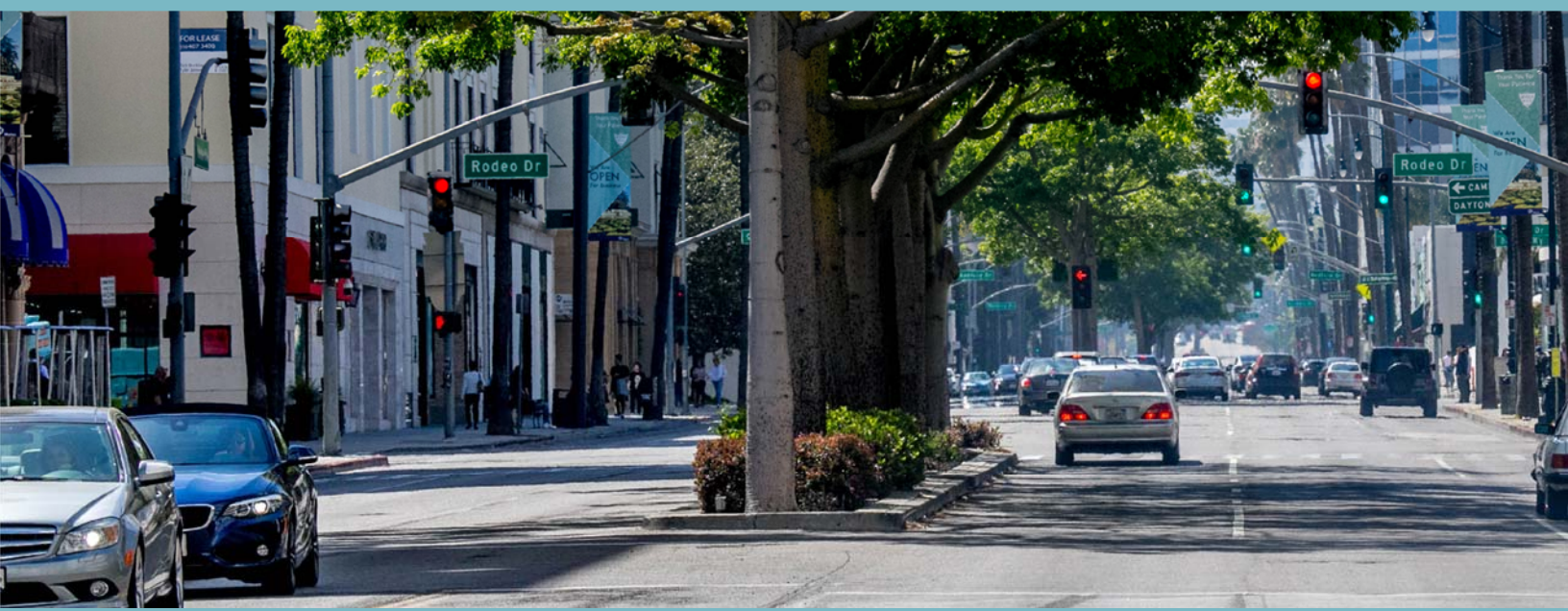
Westside Purple Line Rodeo Station North Portal

Draft Environmental Impact Report - Appendices

Public Version
August 2020



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Notice of Preparation & Scoping Summary Report

City of Beverly Hills

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

DATE: Thursday, September 19, 2019 **TIME:** 6:00 p.m. to 8:00 p.m.

LOCATION: Municipal Gallery, Beverly Hills City Hall, 2nd Floor, 455 North Rexford Drive, Beverly Hills, CA, 90210

PROJECT: Westside Purple Line Extension Wilshire/Rodeo Station North Portal Project

The City of Beverly Hills (City) is the lead agency in preparing a Draft Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Westside Purple Line Extension Wilshire/Rodeo Station North Portal (proposed project). The Draft EIR will evaluate the potential for environmental impacts resulting from the proposed project and provide mitigation measures where required. The public is invited to attend a public scoping meeting on Thursday, September 19, 2019, at 6:00 p.m. to provide comments on the scope and content of the Draft EIR, including environmental issues that should be addressed in the Draft EIR.

Project Location: The proposed project to be evaluated in the Draft EIR involves the construction of a station entrance and exit to the Purple Line's Wilshire/Rodeo Station on the north side of Wilshire Boulevard, in addition to the currently planned station entrance on the south side of Wilshire Boulevard adjacent to Reeves Drive. The Draft EIR will evaluate three alternative locations all within the City of Beverly Hills adjacent to the future Metro Wilshire/Rodeo Station now under construction as part of the Metro Purple Line Extension (Section 2) Project. The Wilshire/Rodeo Station footprint is located immediately beneath Wilshire Boulevard between South Cañon Drive and El Camino Drive. The location of the proposed project sites and the footprint of each alternative location is shown in Figure 1. Regional access is provided via Interstate 10, located approximately 2.5 miles south of the project sites, and Interstate 405, located approximately 3.15 miles to the west of the project sites.

- The Beverly Drive Alternative would place the north entrance/exit on the west side of N. Beverly Drive, within the existing street right-of-way north of Wilshire Boulevard. The footprint of this alternative would be approximately 9,200 square feet and would extend from its connection to the Wilshire/Rodeo Station at Wilshire Boulevard to approximately 165 feet north along North Beverly Drive.

- The Cañon Drive Alternative would place the north entrance/exit on the west side of Cañon Drive, within the existing street right-of-way north of Wilshire Boulevard. The footprint of this alternative would be approximately 8,100 square feet and would extend from its connection to the Wilshire/Rodeo Station at Wilshire Boulevard to approximately 195 feet north along North Cañon Drive.

- The Cañon Drive Staging Yard Alternative would place the north entrance within Metro's existing construction staging yard that has been established for Section 2 of the Purple Line Extension Project, on the northeast corner of Cañon Drive and Wilshire Boulevard. The footprint of this alternative would be approximately 6,200 square feet and would occupy assessor parcel numbers 4343-005-901 and 4343-005-900.

Source: Google Earth Aerial, 2019.

0 100 200 Feet

Wilshire/Rodeo Station (under construction)

North Entrance Alternatives

a. Beverly Drive Alternative
b. Cañon Drive Alternative
c. Cañon Drive Staging Yard Alternative

Figure 1

Location of the Proposed Project

Project Background: The Federal Transit Administration (FTA) and Metro prepared the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Subway Extension Project (now known as the Purple Line Extension Project) in 2010. Upon evaluation of five station entrance alternatives for the Wilshire/Rodeo Station in the Draft EIS/EIR and supporting Alternatives Analysis Study, Metro and the FTA recommended a single preferred entrance for the Wilshire/Rodeo Station. The Final EIS/EIR for the Westside Subway Extension Project certified in May 2012, included the single preferred entrance.

In November 2017, the FTA issued a Supplemental EIS and Section 4(f) Evaluation pursuant to the National Environmental Policy Act (NEPA) for Section 2 of the Purple Line Extension Project, including a Supplemental Record of Decision. The Supplemental EIS stated that the Wilshire/Rodeo Station will be designed with a knockout panel, allowing for the development of a future station entrance on the north side of Wilshire Boulevard. Section 2 of the Purple Line Extension Project is currently under construction and is expected to begin operations in 2025.

The Wilshire/Rodeo Station under construction within the City of Beverly Hills will have only one entrance on the southwest corner of Wilshire Boulevard and Reeves Drive, per the Final EIS/EIR. In 2018, the City approached Metro to provide a secondary entrance/exit on the north side of the Wilshire/Rodeo Station to deliver a convenient northern entrance/exit to the Wilshire/Rodeo Station and improved passenger access within the City.

Purpose and Need for the Project: The purpose of the proposed project is to provide an entrance/exit to the Wilshire/Rodeo Station on the north side of Wilshire Boulevard thereby delivering improved and convenient public access to the Beverly Hills “Golden Triangle”, a prime local and regional destination and a key hub for tourism, shopping, and dining experiences. The north portal is expected to improve pedestrian and vehicle access by minimizing pedestrian crossings from the south to north side of Wilshire Boulevard. In addition, the northern side of the Wilshire/Rodeo Station is a major employment center. The City seeks to support commuting workers in this area with a more convenient station entrance and exit. Therefore, the need for the proposed Westside Purple Line Wilshire/Rodeo Station North Portal Project includes the following:

- To provide convenient access to the north for residents and visitors to the City due to high number of jobs and tourist amenities north of Wilshire.
- To improve pedestrian flow by providing more than one entrance/exit to avoid bottlenecks at peak hours.

Project Description: The proposed project would provide a station entrance/exit for the Wilshire/Rodeo Station, on the north side of Wilshire Boulevard to facilitate direct access from the Wilshire/Rodeo Station to the dense commercial and tourism activity center located north of Wilshire Boulevard. Three potential north portal station entrance/exit alternatives are being considered: Beverly Drive Alternative; Cañon Drive Alternative; and Cañon Drive Staging Yard Alternative. Each Alternative would include:

- an aboveground street level entrance/exit;
- a limited intermediate stairway to a landing level; and
- a walkway or concourse level.

The street level would comprise the north portal entrance/exit, including elevator, stairway, and escalator. The intermediate stairway landing level would consist of a landing area serving as a transition between stairways. The walkway or concourse level would consist of an open area with adequate space for passengers to ingress and egress from stairways, escalators, and elevators. The open area would also include a Metro ticket purchasing area followed by a passageway or walkway leading to the fare and turnstile gates and then the Wilshire/Rodeo Station walkway previously approved in the Metro and FTA EIS/EIR and over which the City does not have approval authority. As part of the proposed alternatives, other minor supporting elements or ancillary facilities would also be provided as needed.

Probable Environmental Effects of the Project: An Initial Study has not been completed in preparation of this NOP, as the City has determined an EIR will be prepared. Therefore, all CEQA environmental topics will be discussed and analyzed in the EIR to an appropriate level of detail. However, at this time, the City anticipates vehicular traffic will be impacted during the construction and operation of the Beverly Drive and Cañon Drive Alternatives, as some traffic lanes may need to be closed to accommodate the north portal. In addition, the project may have other construction-related impacts such as noise and air quality impacts.

Purpose of the Scoping Meeting: The purpose of the scoping meeting is to present the preliminary environmental issues identified for inclusion in the Draft EIR to the public, and to provide an opportunity for the public to comment on environmental issues that should be addressed in the Draft EIR. The meeting will include a presentation that describes the proposed project and the environmental issues to analyze in the Draft EIR. Following the presentation, interested agencies, organizations, and members of the public will be invited to present their views concerning what environmental issues should be included in the Draft EIR. All oral and written comments made during the scoping meeting will be recorded. The intent is that the scoping meeting and period will allow the team to gather an inventory of potential environmental effects from agencies and the public that will be considered for inclusion in the Draft EIR.

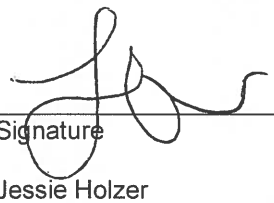
32-Day Comment Period: The City invites all interested members of the public to provide written comments on issues related to potential environmental impacts during a 32-day scoping comment period, which will commence on Thursday, September 5, 2019, and will conclude on Monday, October 7, 2019.

Written comments should be addressed to:

Jessie Holzer, Transportation Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive
Beverly Hills, California, 90210
Email: jholzer@beverlyhills.org

All comments received during scoping will be compiled and put in a scoping report and appended to the Draft EIR. After preparation of the Draft EIR, it will be released for public review and comment. Separate notices advising on the availability of the Draft EIR and details of a public hearing for the proposed project will be released at later dates.

Project information is available for public review at 455 North Rexford Drive, Beverly Hills, California, 90210 and online at www.beverlyhills.org/environmental and www.beverlyhills.org/northportal. If there are any questions regarding this notice, or if you would like to review the project information or receive copies of available documents, please contact Jessie Holzer, Transportation Planner, at (310) 285-1171 or via email at jholzer@beverlyhills.org.



Signature

September 5, 2019
Date

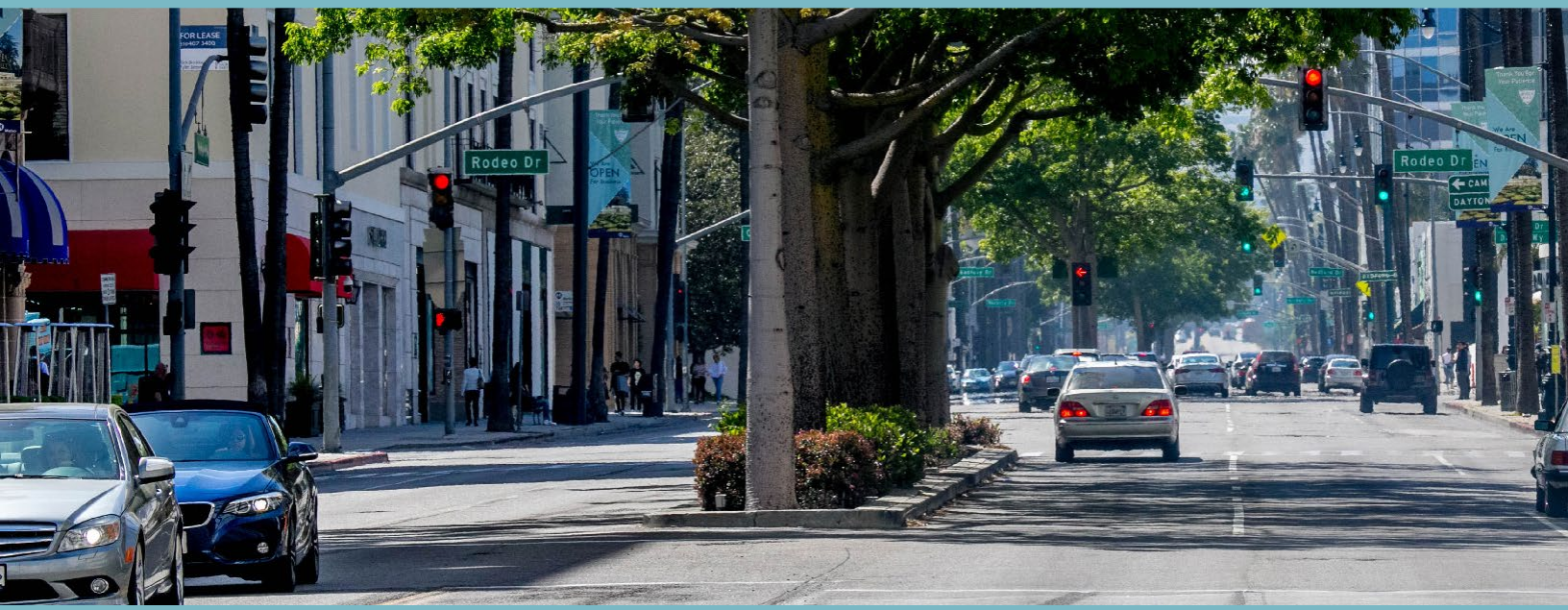
Jessie Holzer
Print Name

Transportation Planner
Title

Westside Purple Line Rodeo Station North Portal

Scoping Meeting Summary Report

October 2019



Summary

Introduction

The City of Beverly Hills (City) and the Los Angeles County Metropolitan Transportation Authority (Metro) are proposing a secondary portal for the Metro Purple Line Extension's Wilshire/Rodeo Station on the north side of Wilshire Boulevard. The City will identify a Preferred Project for the North Portal station entrance through the preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). The CEQA process involves evaluation and screening of alternatives, as well as intensive community engagement and public outreach efforts.

Meeting Summary

On September 19, 2019, from 6:00 p.m. to 8:00 p.m., the City of Beverly Hills convened a public scoping community meeting to provide comments on the scope and content of the forthcoming Draft EIR for the Westside Purple Line Rodeo Station North Portal, including the project purpose, needs and goals, environmental issues that should be addressed in the Draft EIR, as well as the alternatives being evaluated. The meeting, held at the Municipal Gallery at Beverly Hills City Hall, was introduced by City of Beverly Hills Director of Community Development, Susan Healy Keene, and facilitated by AECOM Planning Manager, David DeRosa.

The agenda for the meeting consisted of an Open House, presentation, and verbal comment period. During the Open House, attendees had the opportunity to review 13 boards with project information – including the scoping and EIR process, the project's importance, and an overview of each alternative being considered.

Comment Summary

A total of 42 people provided comments during the project scoping period from September 5 to October 7, 2019; 18 of those comments were provided at the scoping meeting, 4 agencies sent formal letters in response to the Notice of Preparation (NOP), and 21 members of the public provided comments during the scoping period, before or after the meeting. All scoping comments received can be found in **Appendix A**. The Scoping meeting notifications are found in **Appendix B,** with the Scoping meeting materials in **Appendix C**.

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Acronyms and Abbreviations

CEQA	California Environmental Quality Act
City	City of Beverly Hills
EIR	Environmental Impact Report
Metro	Los Angeles County Metropolitan Transportation Authority
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments

1 INTRODUCTION

1.1 Overview

The City of Beverly Hills (City) and Los Angeles County Metropolitan Transportation Authority (Metro) are evaluating a portal (North Portal) for the Wilshire/Rodeo Station on Metro's Westside Purple Line Extension on the north side of Wilshire Boulevard. The City will identify a Preferred Project for the North Portal station entrance through the preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). The CEQA process involves evaluation and screening of alternatives, as well as intensive community engagement and public outreach efforts.

Metro's Wilshire/Rodeo Station is planned to be located under Wilshire Boulevard from approximately Beverly Drive to Cañon Drive, with the main entrance located on the southwest corner of Wilshire Boulevard and Reeves Drive. The underground station is being built as part of Section 2 of the Purple Line Extension that will extend Metro's subway to downtown Beverly Hills and Century City. Section 2 is under construction and scheduled to be completed by 2025.

The proposed secondary North Portal entrance for the Wilshire/Rodeo Station would provide direct access to dense commercial activity centers located north of Wilshire Boulevard. Three potential North Portal station entrances are being considered, including on the west side of Beverly Drive north of Wilshire Boulevard, on the west side of Cañon Drive north of Wilshire Boulevard, and in the construction staging yard on the corner of Cañon Drive and Wilshire Boulevard. These North Portal station entrance alternatives are shown on **Figure 1-1** (Westside Purple Line Wilshire/Rodeo Station North Portal Alternatives).

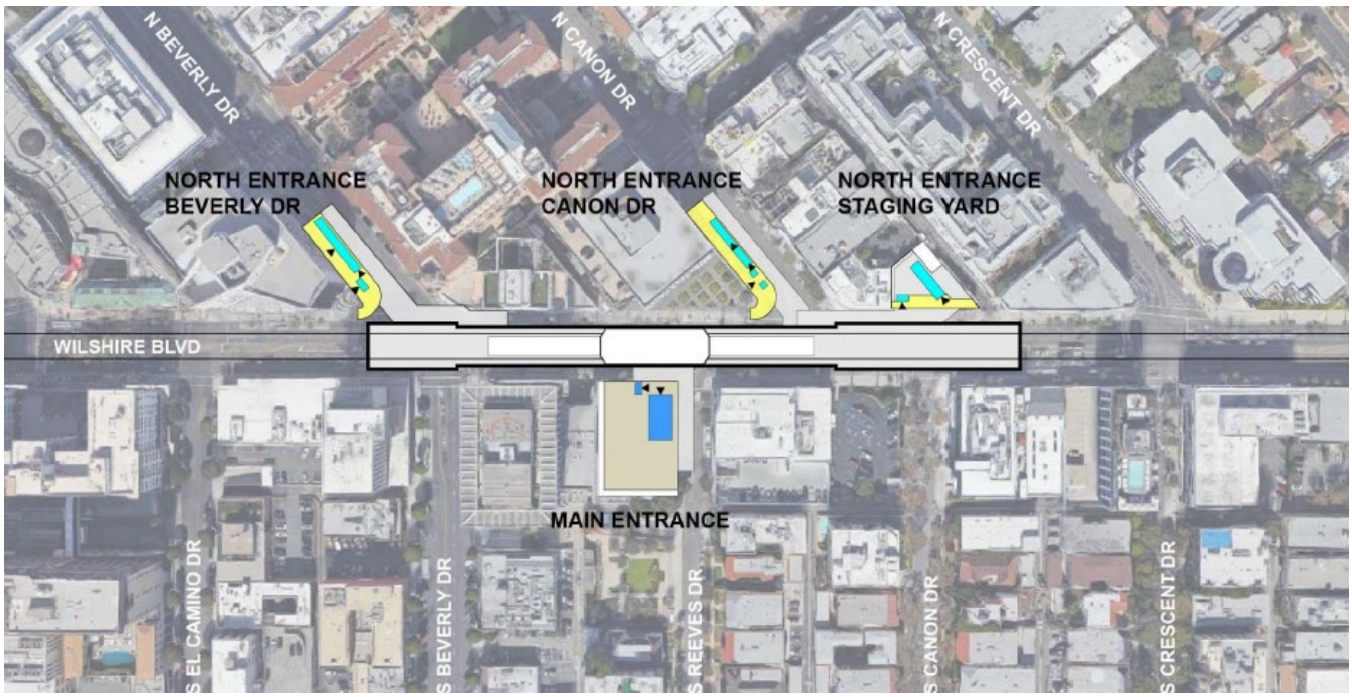


Figure 1-1 Westside Purple Line Wilshire/Rodeo Station North Portal Alternatives

1.2 Purpose of Report

The purpose of this report is to summarize comments received at the scoping meeting and during the scoping period. The public scoping period for the Westside Purple Line Rodeo Station North Portal EIR occurred from September 5 through October 7, 2019. During this period, the City of Beverly Hills received verbal and written comments, including by email, comment card, and letters. In addition, the City hosted a scoping meeting on September 19, 2019 to accept community comments. This report summarizes comments received at the scoping meeting and during the scoping period.

2 MEETING SUMMARY

On September 19, 2019, from 6:00 p.m. to 8:00 p.m., the City of Beverly Hills convened a public scoping community meeting to provide comments on the scope and content of the forthcoming Draft EIR for the Westside Purple Line Rodeo Station North Portal, including the project purpose, needs and goals, environmental issues that should be addressed in the Draft EIR, as well as the alternatives being evaluated. The meeting, held at the Municipal Gallery at Beverly Hills City Hall, was introduced by City of Beverly Hills Director of Community Development, Susan Healy Keene, and facilitated by AECOM Planning Manager, David DeRosa.

The agenda for the meeting consisted of an Open House, presentation, and verbal comment period. During the Open House, attendees had the opportunity to review 13 boards with project information – including the scoping and EIR process, the project's importance, and an overview of each alternative being considered – and to ask team members project-related questions. The presentation provided an overview of the project information presented on the boards. Approximately 45 people attended the meeting, including Beverly Hills residents, local business owners, City officials, and project representatives among the attendees.

Twelve attendees spoke during the verbal comment period at the scoping meeting. Some asked specific questions about the project, while others gave recommendations about the portal location, construction, design, and accessibility. A court reporter also transcribed three additional verbal comments. Three people provided written comments at the meeting. **Table 2-1** includes a summary of the scoping meeting.

Table 2-1: Scoping Meeting Summary

Meeting	Date	No. Of Attendees	No. of Comments Received at Scoping Meeting
Public Scoping Meeting	Thursday, September 19, 2019	45 attendees 29 sign-ins	• Verbal Comments: 15 • Written Comments: 3 • Total Comments: 18

3 COMMENT SUMMARY

A total of 42 people provided comments during the scoping period; 18 of those comments were provided at the scoping meeting, 4 agencies sent formal letters in response to the Notice of Preparation (NOP), and 21 members of the public provided comments during the scoping period, (before or after the meeting). All comments received can be found in **Appendix A** (Scoping Comments Received), **Appendix B** (Scoping Notifications), and **Appendix C** (Scoping Meeting Materials).

Table 3-1 (Alignment Preferences) and **Table 3-2** (Requests for Amenities) include comments received for the preferred North Portal Station location, as well as environmental topics to conduct more detailed analysis during the EIR process.

Four public agencies – South Coast Air Quality Management District (SCAQMD), Native American Heritage Commission (NAHC), Caltrans, Southern California Association of Governments (SCAG) – provided comment in relation to their scope of involvement in the project. Please note that the agencies did not specifically state their support for the project nor specified alignment preference. SCAQMD provided recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the EIR and requested a copy of the EIR upon completion. NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible in order to best protect tribal cultural resources. Caltrans stated that they do not expect project approval to result in a direct adverse impact to the existing State transportation facilities. Caltrans was the only agency that made specific recommendations associated with station area amenities (see **Table 3-2**). SCAG requested to receive the environmental documentation when completed.

Table 3-1: Alignment Preferences

Alignment Preference	No. of Related Comments from Members of the Public	No. of Related Comments from Agencies
General Support for a North Portal	9	0
General Opposition to North Portal	2	0
Support for Beverly Dr. Alternative	6	0
Support for Cañon Drive Alternative	0	0
Support for Cañon Drive Staging Yard Alternative	2	0
Support for a New 4th Alternative at Cañon Drive (North-East Corner of Cañon Drive and Wilshire Boulevard) (1)	5	0
Neither Support nor Oppose Project	11	3

Note: (1) Number of related comments were made by five members of the public

Table 3-2: Requests for Amenities

Requests for Amenities	No. of Related Comments from Members of the Public (1)	No. of Related Comments from Agencies
Bike Infrastructure	4	1
Uber/Lyft drop-off Areas	4	0
Parking Structures	4	0
Public Restrooms	8	0
Security	4	0
Visitor Center	3	0
First-Last Mile: Shuttle Buses	2	0
First-Last Mile: Bike Share	1	0

Note: (1) Some members of the public submitted multiple comments related to requests for amenities.

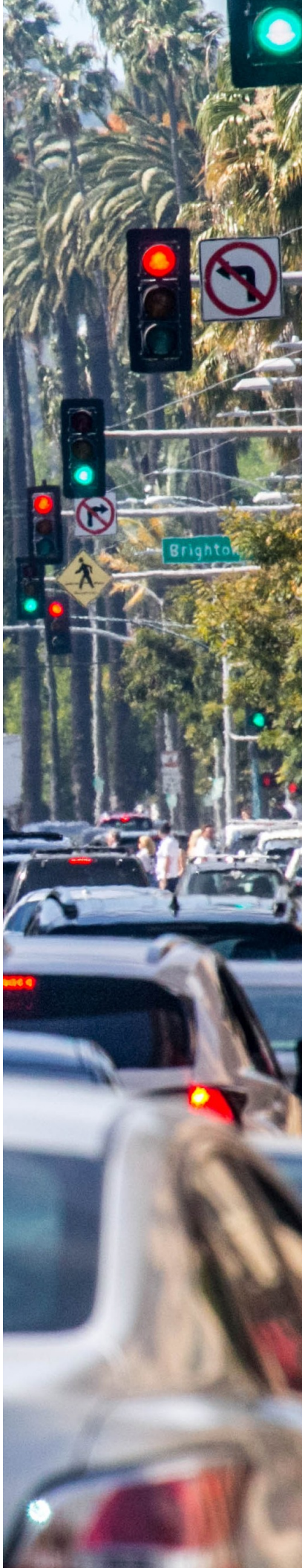
In addition to comments associated with specific alignment preference or requests for amenities, members of the public provided comments related to other miscellaneous topics of concern or inquiry. A high-level summary of these comments made during the verbal comment period of the Scoping Meeting or received by the City of Beverly Hills is provided in the bullet list below. Comments were provided by local residents, business owners, and interested stakeholders.

- Importance of design and ensuring that the station is an iconic and beautifying addition to the city.
- Importance of accessibility when building these alternatives for those with disabilities, blind, wheelchairs, elderly people, young people with children, and people on bicycles.
- Projected construction time is very long and will negatively affect businesses on Wilshire Boulevard.
- Request for Scoping Period extension since it began two weeks before the meeting on September 5th and the public reportedly had not yet been informed.
- Request for consideration of Cañon Drive alternative Plaza Station Portal (large public plaza for the village by Cañon Drive Alternative).
- Request for dimensions/footprints of the proposed portals.
- Request for definitions of ‘portal’ and ‘scoping’ in presentation/collateral materials.
- Request to consider possibility of using Beverly Gardens Park as a loading and unloading zone when studying Beverly Alternative; note that there is a city garage there that goes underground and goes between the two streets.
- Request for analysis of the different costs associated with the Portal projects and how they are being funded.

- Not enough information to make informed decision without insight into potential high-rise development over the portals. There could be at least three new buildings built near the corner of Cañon and Wilshire, and the “air-rights” have been reserved on Reeves over the Rodeo Station.
- Station amenities should be paid for by the developers and/or Metro.
- Need for more destinations in Beverly Hills for a new volume of visitors and a new caliber of shoppers.
- The terms “Station”, “Portal”, and “subway access” should be carefully used. The “station” is underground and several blocks long. The “portal” is where stairs and/or an elevator reach the street level. “Subway Access” can be achieved at several places between Beverly Drive and Crescent Drive. We should never use the term “Rodeo Station”. It creates the impression of something that will not exist.
- Having an underground tunnel to the north portal will alleviate people having to cross over Wilshire Boulevard.
- Any removal of a lane or reduction of a sidewalk on Cañon Drive will permanently impact the flow of Cañon Drive, and we want to prevent such an impact to occur.
- Proposed construction of an iconic landmark, such as a pedestrian bridge over Wilshire to replace the underground tunnel under deliberation, or to be constructed in addition to the tunnel. A bridge offers the opportunity for innovative marketing, decorative potential for holiday and event, and for building an iconic/historical element to the City's streetscape.
- Transit hub at the northeast corner of Cañon Drive and Wilshire Boulevard – A convenient location for shuttle buses, ride share pick-ups and departures, and other vehicles. Also, suggest the City allow a developer to build a structure above the transit hub, located on the surface. It could include a waiting area, restrooms, a visitor’s welcome center, a coffee shop, a parking place for bicycles and other small vehicles (possibly scooters), and parking places for one or more shuttle buses.

APPENDIX A

Scoping Comments Received



WESTSIDE PURPLE LINE

RODEO STATION NORTH PORTAL

SCOPING MEETING

BEVERLY HILLS, PUBLIC HEARING

Public Hearing in the Matter of:)
)
WESTSIDE PURPLE LINE)
RODEO STATION NORTH PORTAL)
_____)

CERTIFIED COPY

TRANSCRIPT OF PROCEEDINGS

Beverly Hills, California

Thursday, September 19, 2019

Reported by:

SHELBY K. MAASKE
Hearing Reporter

Job No.:
23945ROB

WESTSIDE PURPLE LINE

RODEO STATION NORTH PORTAL

SCOPING MEETING

BEVERLY HILLS, PUBLIC HEARING

Public Hearing in the Matter of:)
)
WESTSIDE PURPLE LINE)
RODEO STATION NORTH PORTAL)
_____)

TRANSCRIPT OF PROCEEDINGS, taken at 455 North Rexford Drive, Beverly Hills, California, commencing at 6:00 p.m. on Thursday, September 19, 2019, reported by Shelby K. Maaske, Hearing Reporter.

APPEARANCES:

DAVID DE ROSA

SUSAN HEALY-KEENE

Beverly Hills, California; Thursday, September 19, 2019

6:00 p.m.

MS. HEALY-KEENE: First and foremost, I want to say good evening to you all, and thank you for coming. My name is Susan Healy-Keene, and I'm the Director of Community Development. The purpose of tonight's meeting is the beginning of the Environmental Impact Report process for the North Portal of the Metro Purple Line Subway Station. As you know, Metro is planning on doing the Rodeo-Wilshire Station at the corner of Reeves, and this is going to be a portal at the north side of Wilshire.

So what we did, because we needed to do an Environmental Impact Report, is we hired a consultant, AECOM, and they are going to walk you through the process. We are very focused, again, on the North Portal. We are interested here tonight to hear your comments, and that helps inform the Environmental Impact Report.

So without further adieu, I will introduce, from AECOM, the person that is going to lead you through this presentation, David De Rosa.

MR. DE ROSA: Good evening, everyone. My name David. I'll run us through the presentation that is covering a lot of the materials that are out on the boards. So a lot of you have been

here already and have had time to circulate and look at the boards. At the end of the presentation, we will segue into verbal comments. We have a court reporter here so that your comments can be reported and put into the record. When verbal comments are done, we will go back to the open house and you can take a look at boards and learn more about the project, if you want to go that route.

So let's get into the presentation. We are going to talk about what is public scoping. It is a very specific process for a very specific purpose. Then we will talk about the actual project, the purpose and need for it, the environmental process, and then also some of the specifics around project area and the various alternatives that you see in the room tonight. Then we will also conclude to the next steps so that you can understand the scale and timeline of the project.

So this is where we are now. This is up on the board to the left as well, but the important part, we are at the beginning, which is the scoping project definition. So tonight is part of the 32-day scoping comment period we are in right now, and it is all about getting your feedback and your insights into what should be studied in the project.

We have not begun the analysis yet. We are about to this fall and winter and spring, but for now, we are getting your feedback on the project. So you will see the draft EIR has a timeline of next spring. We will be coming back out to the

public when that is released. You will see the details and the analysis that's been done, and then next fall will be the final EIR. So we are on a one-year timeline, all in, for certifying the EIR.

A little bit about What is Scoping. This is the important part about tonight's meeting, this is obtaining the public agency input. So again, we want your feedback and your thoughts on the project. Several different things. The comments on identifying the purpose of the project, its goals, and the evaluation criteria. Also, highlighting any issues around environmental impacts and the environmental analysis that we want to do. Those are the types of things that we want to hear from you, as well as defining the alternatives under consideration.

So How You Get Involved. We've got several different ways. We want to make sure you have as much access as possible to provide comments. So it's providing comments on environmental issues. For example, that could be comments around potential traffic concerns, access for driveways, along with some of those alternatives. Those are a couple of examples. Visual impacts. You could make comments on what you think the visual impacts might be of the different portals. And then also the alternatives themselves, the size, location, your thoughts and input are what we are looking for around alternatives being studied, and then actually submitting comments.

So there are, tonight, like I said, going to be an opportunity to get on the microphone, and with the court reporter taking your comment, those will go into the record. There are comment cards that you can write your comments on and turn them in in the back of the room. You can take the comment cards with you and submit them later. We have a mailing address posted in many places. Then there is also a specific project e-mail account that has been set up to receive your comments, if you want to submit over e-mail. And you can also mail comments directly to the City. All of that information is available in the back of the room on one of the boards.

Ultimately, your comments, any ones that you do make during this process, will be collected and put into a scoping report that gets appended to the draft EIR. So that's why it's important to make those comments because we want those comments to become a part of the public record.

So a little bit of the project, Why is it Needed. These are the goals and purposes and needs that we have stated so far, and this is where we'd like your feedback on them, to provide a second entrance and exit to the Wilshire-Rodeo Station on the north side of Wilshire Boulevard to serve the business triangle. This is the heart of the project that's here tonight, these North Portal alternatives.

An overview of the project goals are providing direct access to the jobs and retail and other amenities in the area,

improving the pedestrian flow, and minimizing pedestrian street crossings. Again, you can make comments on those goals that we have for the project.

Going on to what specifically is the EIR going to study. We have a board over to the left to look at after this presentation. These are typical topics that the CEQA process goes through. Some of the key ones might be transportation, noise, and vibration. We are going to look at both impacts during construction and operation for the project. So while its being built, what are the various impacts to these categories, and then, also, once it's operating and open for service, what the impacts to the categories are. We have this box on here saying "What else?" This is also asking you to specifically identify any concerns or issues that you may have and want to improve in the EIR for study.

So now, let's talk a little bit about the project. We put this overview, it's the greater Purple Line overview. Just as a reminder, it's been divided up into three sections, 1, 2, and 3. We are in Section 2, so the Wilshire-Rodeo Station is Section 2. Section 1 is currently under construction, and Section 2 has started to advance utility road relocations. I'm sure you know there is construction happening on Wilshire now. Then, ultimately, there is Section 3, which continues to the west of Century City over toward UCLA and the VA Hospital. So that is the overview of the entire project.

What is Tonight? Our focus are these north station entrances. So we have three of them. What is important here to know is the relationship between the already planned and approved and under construction Southern Station entrance, that's what's already in the works now. Tonight is about these northern portals. So we have proposed three of them moving from west to east, we have Beverly Drive, Canon Drive, and then the Canon Station yard.

So we have an overview map of this as well, and now we are going to each individual alternatives. Starting with Beverly Drive, this is an idea of its footprint during construction. The blue outline that you see is our estimated maximum construction footprint. Some points about this is that it would, during construction, close Beverly Drive between Wilshire on south and Beverly Canon Garden on the north.

Wilshire Boulevard, the northern travel lane, would be closed from Sterling Plaza to just west of Beverly Drive. That is a common theme across all three. So still under the lanes of during construction, the northernmost lanes of Wilshire would be closed, and we would have traffic control as we approach that closure.

Parking and driveway access between Sterling Plaza and Beverly Canon Gardens will be analyzed in the EIR. We've got several access points along this area, we are certainly going to take a look at those. And then sidewalk access would be closed

on the west side of Beverly Drive and various areas along Wilshire Boulevard.

Total construction duration is two-and-a-half to three-and-a-half years. This is a conceptual example; this is not to scale. This is to give you an idea from a street-view perspective of what the actual ground might look like. So the yellow is essentially a sidewalk extension to allow for pedestrian circulation, as people are entering and leaving the station. And the blue boxes are elevators, escalators, and stairs.

It's also important to note that the final lane configuration and on-street parking impacts are yet to be determined, that will be a result that comes out in the draft EIR after we conduct the analysis.

So moving onto the next one, Canon Drive. So similar concept here. This is during construction, we are showing that potential footprint in the blue outline, this would close Canon Drive between Clifton Way on the north and Wilshire Boulevard on the south. Similar to Beverly Drive, that northern lane of Wilshire Boulevard would be closed, but this time from the Canon Staging Yard just west to Canon Drive itself.

Parking and driveway access is also going to be analyzed in the draft EIR, as well as valet service locations. Those will be analyzed for their impact and potential relocation during construction. Sidewalk access, similar to Beverly, but

obviously, this time Canon, sidewalk access will be closed on the west side of Canon and adjacent areas along Wilshire Boulevard during construction. And same time frame, two-and-a-half years to three-and-a-half years total for construction of this alternative. And here is that street view, again, showing where we anticipate to extend the sidewalks to allow for that pedestrian access and also the elevator and escalators and stairs.

All of these images that I am showing are available on the right side of the room. So after the presentation, if you want to look in further detail, we encourage you to do that.

Like Beverly, the Canon Drive is the final lane configuration and impacts parking and will be analyzed in the EIR. We do not have that analysis available in this meeting, but we will in the future draft EIR meeting.

The last one, Canon Drive Staging Yard. Again, during construction, North Canon would be closed, like on Canon Drive alternative. Similarly, the northern lane of Wilshire Boulevard would be closed this time from the alleyway to Canon Drive. Sidewalk access would be closed on the north side of Wilshire between Allen Way and North Canon Drive. We do not anticipate impacts to the alleyway deliveries, that alley that runs along the eastern edge of this alternative, that construction footprint, we are not anticipating any impacts to that alleyway travel. Two-and-a-half to three-and-a-half years for

construction timeline on this alternative as well.

Here is the street view for this alternative. What is different about this one is that there is not a lane of traffic anticipated to be taken for the actual operation of this, but what is important to note is that the other two that I mentioned, the actual final result of lane reconfiguration, has to be analyzed. We are anticipating to extend the sidewalk and the current public right of way, but if we actually lose lanes, has yet to be determined and will be done in the draft EIR.

Here is a conceptual station example. We wanted to give you a view of a section drawing. Again, this is available in the room to come up and look at it after the presentation. It gives you a good idea of what the portals could actually look like up on the sidewalk with various elevators, escalators, and stairs. How you would actually go about going down to the station and connecting. There would be a walkway to connect you to the main station that's being designed and constructed now, so hopefully, this was a helpful graphic for you to help visualize what it would look like.

That's the overview of the project and the different alternatives that we have. So here are the details that I mentioned in the beginning about submitting scoping comments and the various ways that you are able to admit them. We want to stress that there are many options because we want to hear from you, and we want to hear your thoughts on the project. This is

all available at the back of the room as well.

And lastly, before we get into verbal comments, What are the Next Steps? I talked a little about this in the beginning. Right now, we are at the Scoping and Project Definition phase. We're in the middle of the 32-day scoping period. We will release the Notice of Preparation on September 5th, and this comment period goes until October 17th, at which point, the project alternatives will be brought into the draft EIR analysis.

We will go this fall and through the winter and spring to form that draft EIR analysis, and come back out to the public meeting, similar to this. We will conduct a 45-day public review period and hold a public hearing, and then we will get your response -- we'll get your comments of the draft EIR and respond to those comments. Ultimately, the City will select an alternative based on the conclusion of that analysis that is going to be put in the final EIR, which we are anticipating is next fall, about a year from now.

That is prepared and publicly circulated as well, so there's an opportunity to comment on the final EIR, and then the City will certify the project. The City will certify the EIR, which will allow for one of these alternatives to be approved.

So now, let's move onto the public comments. And what we are going to do is we have got some microphones. We are going to circulate them across the room. So people, feel free to

raise your hand and we will hand you a microphone. We are, in the sake of time and interest, here to hear everybody's thoughts, but we are going to limit the comments to three minutes. After, if you still have more to say, the court reporter is here. After we close out the verbal comment period, you can do a one-on-one comment with the court reporter to make sure to get your comments into the public report.

And with that, why don't we start.

SPEAKER 1: Could we have the slide up with the three alternatives and the three locations. Hi, everybody. I think you know me. My name is Phil Savanik. I have been an outspoken critic of the South Portal, and I believe that thanks to all of you, and myself, we are actually here at this meeting right now.

The South Portal is fundamentally unsafe. We need to get all of the passengers loaded and unloaded on the north side, and we need to have a place on the north side where a ride share can pull over and open the door to load or unload passengers. If there is no space to load or unload even one passenger, which is the current situation, these are unacceptable. How are people going to get to and from the subway?

If we cannot get to and from the subway, it is of no value to us, it only brings in a certain clientele for the city. It has to be of value to us, and we need to create the narrative. Now, I only have a couple minutes, but I do want to say, if this subway is to be, the most important thing is we must make it

safe to enter and exit the subway portals. It must be safe to cross Wilshire. It must be safe to load and unload ride share vehicles, and not exacerbate our traffic. Gridlock. Beverly, Rodeo, Rexford, Crescent, are all gridlocked, as is Wilshire and Santa Monica.

The city is not moving and we haven't even started our construction. Most of all, we have to protect our residential neighborhood in the face of this influx of not only endless tourists, but devious transients. We must have a north of Wilshire portal because it is the only way to mitigate a dangerous residential encroachment.

A large volume of pedestrian traffic creates planning issues of how to deal with our insufficient crosswalks. They are not wide enough. Our sidewalks, if you have outdoor dining and you have landscaping, there is no place for 100 pedestrians. This early, we have no security, we have no bathroom, we have no visitor's center, and we have insufficient outdoor space for thousands of people who would visit.

We fear that the South Portal will turn Reeves Park, just adjacent to it, an unwanted menagerie of street vendors and beggars designed as costume characters. This is not Beverly Hills. The residents want the portals as far away from our homes and apartments and open-alley garage parking spaces that immediately abut the South Portal.

Protecting nearby residents is imperative. Redirecting

unsafe pedestrian and vehicle routes are going to be required to avoid devastating impacts on our residential quality of life.

Now, I'm going to take one minute here just to point out the basic flaws with the three plans that we have now, and we need to -- okay, I have 10 seconds. Okay. We lose a lane of traffic, and there's not one spot to drop off or pick anybody up. So basically, this is completely unacceptable. If we lose a lane of traffic -- there is not one spot to pick anybody up or drop anybody off without losing the traffic flow of Wilshire.

This is an alley. There is no place to drop off or pick up one person. We know it's unsafe to try to get people across Wilshire. The fourth solution, the fourth option, which needs to be considered in this EIR, is this area right here. The City owns the rights to build on these two properties and Arnold Rosenstein will have the right to build on that property.

Obviously, there's going to be a big development there. I believe this is the time for the City to contact the stakeholder and say, If you would like to build a building over 45 feet, when you develop that area, you must give the City the ground floor. We must have elevators and escalators. We must have bathrooms.

We must have a security hub so every person getting off that subway sees a bank of monitors. We know every place you are in town and where you're going. I think we should have a SWAT vehicle parked there. They will all take pictures with a

BH cop vehicle, but they will know, if you get off of the subway in Beverly Hills, you don't mess around here.

So basically, my feeling is this should be the subway station, people should drive in and out of Wilshire, there should be a turnaround where you drop people off and you pick them up. It can even be underground. We have buildings that come up here and this entire ground floor is a visitor's center, security hub, a museum, and security. All of the things that we need, and it should be the builder's responsibility to pay for it, and not the City and the County. They benefit from having extra height.

If they want to go over 45 feet, they're on a transportation hub. They can go 20 stories; if they do, they have to give the City something in return. None of these three are right yet, but let's see what we can do about Canon, closing Canon permanently and making it a new gateway to the city, and people go all the way up Canon to Beverly Park and get their picture taken and come back down Rodeo, and we have created a pedestrian flow which the City has never had. Thank you for my extra two minutes.

MR. DE ROSA: Next comment.

SPEAKER 2: Hi. A question, if I can. I think Canon Drive alternative, there is a large public plaza for the village there, that might be public, it was public development decades ago. Is there any problem, from Metro's perspective, to acquire

the rights to that Plaza Station Portal in front of the building as opposed to encroaching into the road way and reducing traffic then?

MR. DE ROSA: What I can say is I don't think we have an answer from Metro's perspective tonight, and accommodating that concept into the station design is what we will take from your comment tonight, if that is accurate, and look into how that space can be used.

SPEAKER 2: There is a public parking structure underneath that plaza.

MR. DE ROSA: That was highlighted in the original EIR for this area when it was considered as the only station for the Wilshire-Rodeo Station.

SPEAKER 3: My name Joe Tillen, and I was on the original city committee that talked about the station in Beverly Hills, which was four or five years ago, and we met and had certain objectives. One of the objectives was to have a public restroom facility. The second objective was to have parking that would be available to people who used that subway. Because how do you get to the subway? The last mile from where you live to where the subway is, how do you get there?

I very much share Phil's comments before about this idea of having a subway station here taking a lane out and having the cars drop off and pick them up, same thing over here. The only thing that does make sense to me is to acquire this entire

parcel here and have it as the north portal for the city. One of the other things we talked about was to have a station in Beverly Hills having a wow factor. When you arrive in the Beverly Hills Station, it's got to have art, decorative, very different from all the other stations on the line.

We want to have -- when somebody arrives in Beverly Hills, we want them to know they have come to Beverly Hills and that would lend itself to something more elaborate than just a hole in the ground of Beverly Drive or a hole in the ground on Canon. It's more likely to have something of the maximum development here where you have restaurants, restrooms, parking.

And let me bring another point up. On the corner of where Rodeo is and the front of where Rodeo is, the City faced the problem about 20 years ago where they allowed Two Rodeo to be built. The City, at that time, built parking under Rodeo Drive. Half of Rodeo Drive was taken and you access the parking through Two Rodeo and there were 122 parking spaces built under to the street and there's no reason why the City couldn't do the same thing now. Acquire the property here, have the center lane of Canon Drive, like it was with Rodeo, have parking ground already over here, and have access through the portal on the surface.

You know, it's a buildable site if you have a big enough piece of ground. It makes no sense to do anything with a little piece like this. If you acquire the entire piece you can have retail, you can have officer, you can have the amenities that

the City does require. So I would suggest that they study the feasibility of having a major transit hub right over here without the need to take out the lanes. Right down, traffic is impossible on Canon and more impossible on Beverly Drive. I would urge that this is the alternative that be considered and I'll submit a comment with more detail.

SPEAKER 4: Hi. I have a question. So a quick question for you. So I'm reading on here, it says duration of construction two and a half years, does that mean that a lot of those impacts will be occurring for two and a half years, for example, north Beverly Drive closed between Wilshire and north of Beverly Canon Gardens, or is it only intermittent?

MR. DE ROSA: So the thought right now is that we are showing in the blue is the maximum footprint, but there would be -- throughout the entire duration of the project, there would be something less than that that is an actual permanent construction zone. North of that crosswalk on Beverly Drive is anticipated to potentially be a cul-de-sac of the street, so that is why -- that is essentially just lane striping, as opposed to major construction activities, but it is still a part of this project and hence the boarder going up that far north. So does that answer your question the specific construction footprint is likely to be something less than this, and will be further defined in the draft EIR when we refine those details.

SPEAKER 4: I was going to say, if it was going to be this

level for three years, I think it's something, perhaps the EIR can look at, what are the business impacts during the construction to each of the businesses along those routes. Thank you.

SPEAKER 5: Hi. Can everyone hear me? First of all, thank you so much to give us a comment period, I really appreciate it. It's catered affair, I didn't realize that would be the case, so thank you. I was informed about this meeting through a flyer that was mailed to me. I'm a resident here in Beverly Hills and I grew up here and I hope to stay in Beverly Hills my entire life.

I think no matter what alternative we consider, I think it is really, really important to have something on Wilshire, and particularly, I want to encourage the planners to think about access when they are building these alternatives, particularly, those with disabilities, blind, wheelchairs, elderly people, young people with children, and people on bicycles. I think that it's really critical that accessibility is not an afterthought, that's, sort of, grafted on for compliance, but it's part of the original design.

I really wanted to speak about some of the earlier comments about creating a traffic portal to everyone that is easy to enter and easy to exit, no matter what kind of person you are or what disability you have, or if you are going to ride a bicycle, or you are going to ride share. I hope to be able to use this

subway entrance when I'm old and I think that's really important. I think, also, on Grand or Beverly Hills, and its aesthetic and it's also part of that attractiveness.

This is a place that attracts all people, and it has this perception of safe, and, sort of, the heart of Beverly Hills Grand, and easy to use and we need to minimize any friction variance to utilizing this because utilization of these resources is going to be -- it's the best way of keeping these alternatives to, sort of, align with the community and to keep it part of Beverly Hills and through the organization of people who live here and help address some of the concerns. Thank you.

SPEAKER 6: If this is the North Portal, where is the South Portal?

MR. DE ROSA: The South is Reeves and Wilshire.

SPEAKER 7: I have a question. When you talk about construction time, is this two-and-a-half to three-and-a-half years in addition to the subway work that's finishing in 2026? So this would happen after the subway work is done?

MR. DE ROSA: So part of construction phasing is in the draft EIR, so it depends on the alternative and how it interfaces with the existing design of the main station box. So there is not a specific answer to that right now, but it will definitely be in the draft EIR.

SPEAKER 7: So there is a possibility that construction could continue to 2028?

MR. DE ROSA: I don't know if we know -- we don't know how it will interface. We don't have a full answer on how it will, so we don't -- it's hard to speculate on what the total end time would be.

SPEAKER 7: Okay. Just one comment. I think this has already been raised, but the need for restrooms at the portals, whichever those portals may be, I think it's a high priority for pretty much everyone who is in the room and who's in Beverly Hills, as a necessity. Thank you.

MR. DE ROSA: If I could, just follow on your question about the construction timeline, what is your thought around that? That's the kind of comment, like, let's document that for tonight.

SPEAKER 7: My partner and I are in business that is directly adjacent to two of the thought suggestions, and we would also be impacted by the fact that you're closing the streets in front of our restaurant and taking away our valet; it's not tenable, I don't think for any of the businesses who are there, not just my business. It's not tenable in the suggestion to put forth that you could close Canon Drive for two-and-a-half years.

MR. DE ROSA: Okay. Thank you.

SPEAKER 8: There's something really interesting on Beverly Drive I've never seen before, the imprint of the station seems to imply that we could use Beverly Gardens Park as a place to

load and unload people, and we have a city garage there that goes underground and goes between the two streets. I have never seen anything that implied that the footprint could be this far, but the truth of the matter is if we did cut outs and loaded and unloaded people in and out of the garage and this was a link between Canon and Beverly Drive, this is actually not a bad spot for a subway station. When you study Beverly, please, see if there's a possibility of using our public park and public transportation as a way of getting people in and out. It may save a lot of trouble. Thank you.

MR. DE ROSA: Any other comments? I don't think I saw any. Two more back there?

SPEAKER 9: Is this the first meeting we have had on this? As far as -- I'm just curious. My name is Sherry.

MR. DE ROSA: Yes.

SPEAKER 9: I'm surprised because I think that there's so much to be known about this and this room should be filled and out the door with everyone in the community, understanding the impact on businesses, on the impact on traffic, residents. And you if you don't get your friends and neighbors to that, I really feel that this is something that the city should be thinking about, should of thought about before, seriously.

I agree with you, that there's no way that's tenable for your businesses in any of those streets and Beverly Hills is the most incredible city here, and if we don't start to get together

to make sure that we get what we want here, that -- this is something that I'm surprised about, from a business standpoint, that there are not more people here and talking about it, and residents. So this is just something that I'm hoping will have a lot more of this. And you've already started construction. And it's amazing to me that half of us did not know that this was all happening.

I want to say -- and I know I got that little card in the mail, but that little card is nothing compared to what this is going to be. It could be fabulous, but it has to been be done right, with drop offs, with restrooms, with, you know -- everyone in the community behind it.

As you mentioned, Phil, as you said, this should be something for our community, should be something incredible, and instead, I feel like so many of us didn't know this was happening and the impact on the Montage and the businesses. I can't imagine why everyone is not here today.

MR. DE ROSA: So I think it's worth taking on to clarify. So just in case others are feeling that way, this is a separate project from the already approved plan and under construction main Purple Line Station. So that was in the EIR process, the main project that goes back over 10 years.

And while this is related to the station because we are talking about connecting the northern portal, this is the first time that this EIR process is taking off. So that's why these

are two separate processes, and the construction that's happening now is not directly related to creating one of these portals, and that's what we are starting on.

SPEAKER 10: It is because of connections. They all connect underground. They are all interrelated. We have to get people not going to go to the South Portal, even though it's under construction, so yes, they are related. The danger of the south has to be in the EIR of the north because that's why we're doing this in the first place; the south is inherently unsafe.

MR. DE ROSA: All right. Another comment.

SPEAKER 11: Hello, I am Mr. Alexander. I've been involved in this process since about 1990, and I'm very pleased to see where it is and it happened, with great opposition to having a subway in Beverly Hills for a number of years; that issue is behind us. With regard to this location, it was always thought that we were going to have a main location for the station that would be on the north side, that was the preferred one.

The point of fact there is an easement that was established for what was the Bank of America and now it's Chase. There is an easement that was established for the portal. It's not big enough to take care of all the issues and all that, I'm just saying that it exists. I think, to me, what's interesting is that the fact that we are in positive that we are getting a north portal. Okay.

The South Portal provides the greater space and I think

this is appropriate and I frankly think that it's not going to be that much of an impact on the south side, but in any event, the North Portal we are fortunate to have that is because the Metro always took the position they wouldn't pay for a second one, just to knock out a door, they wouldn't pay for it. My understanding is what I have heard is they are going to pay for half of it.

That moves me to kind of a tangential issue, but I think it's important that along with this and I realize the EIR is not a fiscal impact, but I think it's important if we view the different costs associated with these projects and how that is to be funded by the city, or Metro, or the businesses or whatever. It's a critical issue that I think should be addressed. Thank you.

MR. DE ROSA: Those were the last hands that I saw. Any others?

SPEAKER 7: Just to follow up on the comment period. I think you said it's 32 days and it's the 19th today and it started on the 5th, so two weeks have already gone. So does it mean this comment period ends in two weeks?

MR. DE ROSA: Yes.

SPEAKER 7: For us to capture feedback from the city and all the different retailers?

MR. DE ROSA: Yes. It does end in two weeks, and the idea of what you addressed earlier in your comment, expressing

concern around construction duration and impacting the local businesses that is then what we take forward as part of our analysis during construction impacts, so that is, you know, in the records and will be studied.

SPEAKER 7: So I have been to a couple of Metro meetings over the years as this has been discussed and in that there was I think they actually had half a dozen outreached, and I understand that this evening was about public comment and this was going to be entered the -- to move the project forward, I am sure -- I know for sure there are people who, had they knew that, would be here and be very vocal this evening. So I would suggest to the City that this isn't the one meeting before we have our 45 days to write an e-mail and that the City should, perhaps, host another meeting prioritizing the importance of this. Thank you.

MR. DE ROSA: All right. So one thing that I do want to reiterate is the amount of time that we are going to have for public comments during different phases of the project. Like I said, for the draft EIR, the next opportunity, that's a 45-day public comment period where a lot of the details and analysis of these alternatives will come out. And also, we have been noticing, since the 5th, through many different channels, social media, newspapers, and citywide mailer advertisement of this meeting, so I just want to make sure that we are reaching out as much as we can and getting as much feedback as possible.

We appreciate all of the comments tonight, they were good and specific.

Oh, one more.

SPEAKER 12: I'd like to follow up on the suggestion on extending the comment period. I think that would be very relevant. And as to what Joe and Phil have stated, this fourth alternative is something that needs to be examined carefully and should be funded in the best way. Thank you.

MR. DE ROSA: All right. Thank you, everyone. I don't see anymore hands for comments, so we will now segue to the open house. So similar to when you arrived before, you have an opportunity to come up and take a look at these boards in more detail. The court reporter is here for the remainder of the evening, so if you want to leave a comment there, we recommend it. And please, see the staff for further questions. Thanks.

SPEAKER 13: I'd like to support everything that Phil mentioned regarding the fourth alternative, and I think that it was right on with the deficiencies on the three options that were provided and on the basis of that. Whoever the planners are, if they have a flexibility to view that fourth option because as was mentioned earlier, this has to be done and it has and it has to be done right, and it has to done right the first time. Christine Skirmuntt.

SPEAKER 14: Hi, I'm Janet Goldblatt. Let's see, his name is Phil, that did the presentation, the comment by the

gentleman, as well as what followed up from the other gentleman that sat next to him. I agreed with their comments, in terms of buying the property on Canon and making something that would have underground parking, restaurants, restrooms, et cetera. I talked to one of your representatives right now that did the presentation, and we talked about it looking on the scale as the subway in Paris, being that this is Beverly Hills, we need to have an outstanding look to our subway, and something that's worldwide recognized. I feel what the comments by those two gentlemen as for the alternative of buying and using that property -- I believe it would be east of Canon, on Canon, but the east side, would be the best alternative for us in Beverly Hills, both resident wise and for visitors.

SPEAKER 15: I just would express my agreement with others at the meeting that public restrooms are really important. For hospitality and hygiene in our community. That they ought to be ample, especially for the ladies, and kept clean.

(Meeting adjourned at 8:00 p.m.)

REPORTER'S CERTIFICATION

I, the undersigned, a Hearing Reporter for the State of California, do hereby certify:

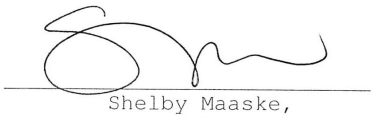
That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were duly sworn; that a record of the proceedings was made by me using machine shorthand, which was thereafter transcribed under my direction; that the foregoing transcript is a true record of the testimony given.

Further, that if the foregoing pertains to the original transcript of a deposition in a federal case, before completion of the proceedings, review of the transcript [] was [] was not requested.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: September 19, 2019



Shelby Maaske,
Hearing Reporter

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yellow 10:7

young 21:17

Z

zone 20:17

Submit your comments.

DATE: 9-19-19 ☐ Please check this box if you would like to speak during verbal comment at the September 19 Scoping Meeting

Has Sterling Plaza building been considered for the (N) portal or the (N) portal being the opening into the Chase building on the NW corner of Beverly Wilshire?

Has it been considered to put shops + restaurants in the underground tunnel @ Reeves. Look @ the "subway" in Rochester, MN as an example @ Mayo Clinic

Arlene Vinnick
NAME
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EMAIL
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MAILING ADDRESS
BH, CA 90212
CITY, STATE, ZIP

Submit comments after the scoping meeting via:

Jessie Holzer, Transportation Planner
City of Beverly Hills
Community Development Department
455 North Rexford Drive
Beverly Hills, California, 90210

310-285-1128

northportal@beverlyhills.org

www.beverlyhills.org/northportal

Comment period is September 5 to October 7, 2019

Scanned with CamScanner

Submit your comments.

DATE: 8-19-19 ☐ Please check this box if you would like to speak during verbal comment at the September 19 Scoping Meeting

Is there any consideration for putting a stoplight at Reeves across Wilshire despite the crosswalk is at Canon?

I believe a North Portal is critical. You will have metro passengers who may be distracted, unfamiliar with the area, tourists, non-English speaking needing to navigate crossing Wilshire, a very busy + congested area. I would be concerned for pedestrian safety. We currently have pedestrians being hit by cars + distracted drivers

Arlene Vinnick
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Submit your comments.

DATE: 09/19/19

☐ Please check this box if you would like to speak during verbal comment at the September 19 Scoping Meeting

I wish to bring to your attention the need for planning for future elevator modernization. This would be necessary in around 40 years. In San Francisco, the metro elevators need modernization but there isn't room in confined space. When planned & built, no consideration was given to the requirements of an elevator Mod's team. I encourage planning for the next 100 to 200 years by having physical space for "MoDs" every 50 years. — Susan

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CITY, STATE, ZIP: BH, CA 90211

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Comment period is September 5 to October 7, 2019

Scanned with CamScanner

STATE OF CALIFORNIA GAVIN NEWSOM, Governor

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

RECEIVED
City of Beverly Hills
SEP 11 2019
Planning Division
Community Development

September 10, 2019

Jessie Holzer
Beverly Hills, City of
455 N Rexford Drive
Beverly Hills, CA 90210

RE: SCH# 2019090104, City of Beverly Hills North Portal Project, Los Angeles County

Dear Mr. Holzer:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP) 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: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
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Making Conservation a California Way of Life.

September 24, 2019

Jessie Holzer, Transportation Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive
Beverly Hills, CA 90210

RE: City of Beverly Hills North Portal Project – Notice of Preparation (NOP)
SCH# 2019090104
GTS# 07-LA-2019-02803
Vic. LA-10/ PM 8.583

Dear Jessie Holzer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would provide a station entrance/exit for the Wilshire/Rodeo Station, on the north side of Wilshire Boulevard to facilitate direct access from the Wilshire/Rodeo Station to the dense commercial and tourism activity center located north of Wilshire Boulevard. Three potential north portal station entrance/exit alternatives are being considered: Beverly Drive Alternative; Calion Drive Alternative; and Calion Drive Staging Yard Alternative.

The nearest State facility to the proposed project is SR-10. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, due to the high-quality public transportation this project will provide, Caltrans recommends creating the safest streetscape possible for pedestrians and people on bikes. Through the project area Wilshire Boulevard contains six travel lanes with a center turn lane. Wide roadways with numerous travel lanes are associated with higher vehicle speeds and less safe conditions for people walking and biking. Therefore, shorter crossing distances and road narrowing along Wilshire Boulevard would greatly benefit transit users and significantly improve walkability.

The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-02803.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: October 1, 2019

Jholzer@beverlyhills.org
Jessie Holzer, Transportation Planner
City of Beverly Hills, Community Development Department
455 North Rexford Drive
Beverly Hills, CA 90210

Notice of Preparation of an Environmental Impact Report for the Westside Purple Line Extension Wilshire/Rodeo Station North Portal Project

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the EIR upon its completion and public release. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

quality impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

- Chapter 11 "Mitigating the Impact of a Project" of South Coast AQMD'S *CEQA Air Quality Handbook* South Coast AQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- South Coast AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf
- California Air Pollution Control Officers Association (CAPCOA)'s *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

If implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the CEQA document. For more information on permits, please visit South Coast AQMD's webpage at: http://www.aqmd.gov/home/permits. If there are permitting questions, they can be directed to Engineering and Permitting Staff at (909) 396-3385.

Data Sources

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at South Coast AQMD's webpage at: http://www.aqmd.gov.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project's air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC190905-01
Control Number

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Transportation
Cheryl Viegas-Walker, El Centro

October 7, 2019

Ms. Jessie Holzer, Transportation Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive
Beverly Hills, California 90210
E-mail: jholzer@beverlyhills.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Westside Purple Line Extension Wilshire/Rodeo Station North Portal Project [SCAG NO. IGR10014]

Dear Ms. Holzer,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Westside Purple Line Extension Wilshire/Rodeo Station North Portal Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Westside Purple Line Extension Wilshire/Rodeo Station North Portal Project. The proposed project includes constructing an entrance/exit portal for the Wilshire/Rodeo Station that is a part of the Metro Purple Line Extension Project to facilitate direct access from the station to dense commercial and tourism activity centers located nearby.

When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE WESTSIDE PURPLE LINE EXTENSION WILSHIRE/RODEO STATION NORTH PORTAL PROJECT [SCAG NO. IGR10014]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS. For regionally significant transportation projects, should major project changes (i.e. change in scope, completion year, and/or costs) take place as result of the environmental review process that are not consistent with the latest RTP/SCS, project sponsors should consult with their County Transportation Commission (CTC) to request for SCAG to amend the RTP/SCS to include the latest project information.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Beverly Hills Forecasts		
	Year 2020	**Year 2035**	**Year 2040**	**Year 2020**	**Year 2035**	**Year 2040**
Population	19,663,000	22,091,000	22,138,800	35,800	36,600	37,200
Households	6,458,000	7,325,000	7,412,300	15,500	15,900	16,200
Employment	8,414,000	9,441,000	9,871,500	63,100	66,700	68,900

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

Spago
Beverly Hills

Honorable Mayor, Vice Mayor and City Council Members

October 4, 2019

Re: EIR North Portal

Dear Mayor Mirisch, Vice Mayor Friedman and City Council Members:

After careful consideration of the three proposed alternative sites for the North portal: Beverly Drive, Canon Drive and the Canon Drive Staging Yard, we would like to share our thoughts on why we feel that the Beverly Drive option would be the most ideal location for the functionality and betterment of the City of Beverly Hills.

Residents are deeply concerned about the egress of hundreds of people each day adjacent to the residential areas on Canon, Reeves and nearby streets. It is most likely that Metro passengers wanting to utilize the subway system will be doing so to access our abundant retail, hospitality and other commerce amenities all of which are primarily in greater density on the North side of Wilshire Blvd.

Additionally, there will be a daily influx of thousands of individuals which Beverly Hills businesses employ to support these services, exiting and entering the Metro. Reviewing the most effective way to deliver the mainstream of visitors arriving and departing, whose destination will primarily be in the commercial area of the Golden Triangle on the North side of Wilshire Blvd., it seems it would be most convenient and efficient to exit or enter via the North Portal on Beverly Drive, thus eliminating the need to cross Wilshire Blvd.

Either of the two more distant North "Canon" portals being suggested will not be utilized as often as the South portal. If the only other option is walking to Canon, (having already walked from their previous location farther West) people may opt to cross the street instead. This will create more pedestrian traffic, unnecessary congestion at street lights, and greater interruption of traffic flow. The Beverly Blvd. site guides visitors into the commercial areas, whereas the two suggested "Canon" locations create an excess of travelers near residential areas. We believe that a Beverly Blvd. portal would be the most effective in lightening the load of the Reeves South portal, thereby minimizing some of the impact on residents who reside near and on adjacent streets to the South portal.

As mentioned, the proposed Canon locations would unquestionably generate a greater flow of visitors into adjacent residential neighborhoods on the North side of Wilshire, (similar to the South portal issue),

176 North Cañon Drive, Beverly Hills, California 90210 • Tel: (310) 385-0880 • Fax: (310) 385-9690
www.wolfgangpuck.com

and even though it may be an incentive for businesses on Canon, including Spago, to drive foot traffic, we do not believe this is in the best interest of residents or the community at large, nor does it enhance the visitor experience of convenience and accessibility to the greatest number of attractions which are located on the North side.

The Beverly Drive location appears to be the most appropriate and sensible choice as there is already infrastructure in place to support this locale. Examples include accessible underground public parking – for park and ride; an ability to create a safe area for ridesharing drop off and pick-up at the Montage gardens by utilizing the adequate square footage available, (presently greenspace), to indent for such purposes without affecting the flow of traffic on Beverly Blvd. or Wilshire Drive. The alternatives on Canon Drive would both force the use of already heavily trafficked streets to be narrowed by at least a lane and still not offer an area for drop off or pick up.

As an addendum we would also like to suggest an alternative design how the North / South portal options that are so vigorously being considered will be connected. Our concept is perhaps a bit grand considering it is presently not part of the existing construction plan. We propose that there is an opportunity to create an architecturally significant landmark pedestrian bridge over Wilshire in lieu of, or in addition to, the underground tunnel under deliberation. The bridge would connect the South portal on Reeves to the North portal on Beverly. Some Beverly Hills residents and commercial stakeholders have expressed a variety of concerns regarding an underground tunnel; they include safety, usage as transient shelter which generates questions about hygiene and maintenance challenges. The overpass would be either an alternative, or an additional pedestrian walkway option which is more transparent both literally and metaphorically.

The "BOLD" Bridge offers the opportunity for innovative marketing, decorative potential for various holidays and events, and the historical opportunity of adding a dramatic illuminated nighttime element to the city's streetscape. The cost of the skywalk's design and fabrication could be offset through a "corporate adoption program". Another initiative might be a public fundraising campaign with opportunities for recognition on a permanent naming wall. This unique structure would provide our vibrant city with another iconic destination for visitors and residents to meet and share their Beverly Hills Experience through social channels. The elevated "BOLD" Bridge would represent an exciting visual gateway of welcoming to the City of Beverly Hills.

We have the opportunity at this time to not only improve the City in the present, but also to continue creating an impactful legacy for the City of Beverly Hills as a model community for future generations.

Respectfully,

B. E. Lazaroff

Barbara Lazaroff

Co-Founder / Partner Spago Beverly Hills

CUT Beverly Hills, Co-Founder Wolfgang Puck Brand

Tracey Spillane

Regional Operations Los Angeles/ Partner

Wolfgang Puck Fine Dining Group

NORTH PORTAL MEMORANDUM

Please consider these facts when studying the location of a North Portal for the Rodeo Station of the MTA.

The South portal primarily will serve the business community: Most workers whose jobs are located in the Triangle, on South Beverly Drive and nearby office buildings and hotels can walk. A few whose jobsite is further than walking distance will have to rely on a second mode of transportation to get to where they are going.

The South portal will be of little benefit to the residents of the city because not many homes or apartments are located within the 500-700n foot radius of the station. (This is the distance a healthy person will conveniently walk on exiting the subway station.) For the subway to benefit the residents, we will need to provide for additional modes of transport to take them to and from their homes. Either they will use their own cars that can be parked near the MTA station, or use a ride-sharing service (Uber or Lyft), or a taxi or be picked up or brought by a friend or relative, or use a shuttle bus to get to their ultimate destination in Beverly Hills. (There is no convenient location from the South portal to accommodate the crowd of vehicles that will be needed to accommodate the passengers, especially discharging passengers who arrive in large groups and will all want to get home or to work at once.) Many residents will simply ignore the subway unless there is a readily accessible mode of transport for the "last mile' from the station.

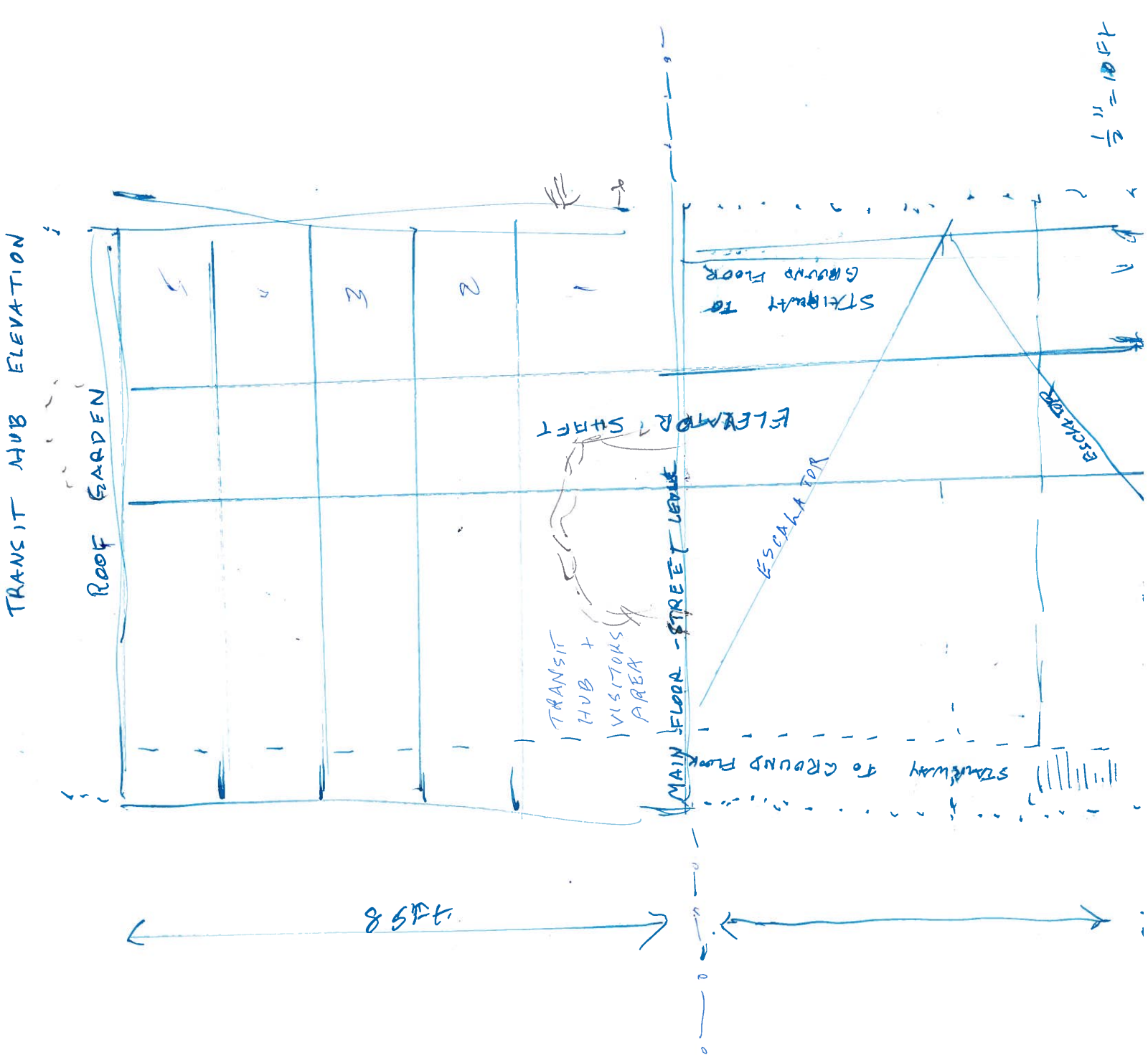
Any location of a North portal will have to be situated to accommodate the interface between the exiting or arriving passengers from the North portal, and the cars or shuttle buses that will be used to enable residents to get to or from their destinations.. The problem will be more acute for discharging subway passengers than for arriving passengers. The latter will be more likely to spread their arrival times, but discharging passengers will all arrive in large numbers at one time. Assume 50 or 100 passengers are discharged at once, on exiting they will all cluster around the portal to vie for a place to meet their local transport vehicles. If there were no convenient place to pick up their rides on North Beverly Drive or North Canon Drive, they will cluster on the street until they can get their ides to their destinations. Rainy days will be a mess: where will they wait?

Staff should study the development of a Transit Hub at the northeast corner of Canon Drive and Wilshire. I propose a building be developed at that site which will be a convenient location for shuttle buses, ride share pick-ups and departures and other vehicles used for the "last mile" by arriving and departing MTA passengers. The city owns one of the two parcels needed for the transit hub, and it can acquire the other to provide about 16,000 feet of land for such a building. I suggest the city allow a developer to build a structure above the transit hub, which will be located on the surface. It will include a waiting area, rest rooms, a visitors welcome center, a coffee shop, a parking place for bicycles and other small vehicles (possibly scooters), and parking places for one or more shuttle buses. These buses will be utilized by residents and by those workers who work in more remote areas of the commercial triangle. That location is across the street from the Montage Hotel parking garage, a 1000 car garage and is also close to other existing parking facilities.

An interesting financial arrangement could be negotiated with the owner of the Canon Drive/Wilshire land to mitigate the cost to the city of providing such a Transit Hub.

We should also study the possibility of developing additional below grade parking under the Transit Hub, utilizing mechanical parking equipment. The parking facilities might be extended under Canon Drive, in a configuration similar to what the city did about 20 years ago on the northeast corner of Rodeo Drive and Wilshire, where they provided more than 120 under-street parking spaces with access from the Two Rodeo parking garage.

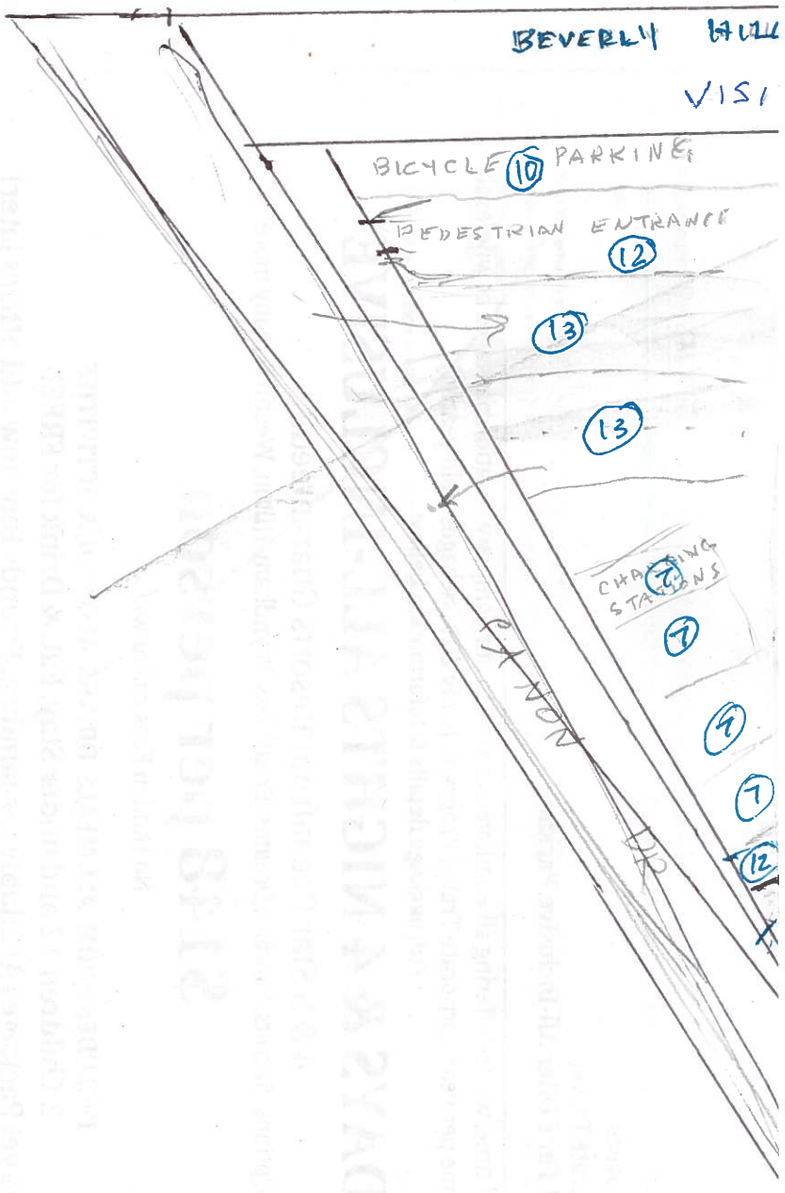
Joseph N. Tilem
September 30, 2019


TRANSIT HUB ELEVATION
ROOF GARDEN
1
2
3
4
ELEVATOR SHAFT
TRANSIT HUB + VISITORS AREA
MAIN FLOOR - STREET LEVEL
STAIRWAY TO GROUND FLOOR
ESCALATOR
ESCALATOR
STAIRWAY TO GROUND FLOOR
85 FT.

9-20-19

TRANSIT HUB

1. ESCALATOR TO TRAINS
2. ELEVATOR TO TRAINS
3. STAIRS TO TRAINS
4. SERVICE ELEVATOR - ALL LEVELS
5. STAIRS - TO ROOF
6. REST ROOMS
7. CHARGING STATIONS
8. MECHANICAL CAR LIFTS
9. SHUTTLE BUS STOP
10. BICYCLE PARKING
11. BATHROOMS
12. PEDESTRIAN ENTRANCE (FROM CANON)
13. VEHICLE ENTRY - EXIT
14. LOBBY
15. CAR LIFTS TO GARAGE BELOW
16. PEDESTRIAN CROSS-WALK
17. VISITORS DISPLAY



TRANSIT HUB
S CENTER
SHUTTLE BUS STOP
9
SERVICE ELEVATOR
4
STAIRS
5
17
VISITORS CENTER DISPLAY AREA
120
CAR LIFT
15
CAR LIFT
15
CAR PARKING
BELOW
16
CAR LIFT
15
BATHROOMS
6
PEDESTRIAN CROSS WALK
PEDESTRIAN ENTRANCE
12
STAIRS TO/FROM TRAINS
3
WAITING ROOM
14
LOBBY
ESCALATOR TO/FROM TRAINS
1
ELEVATOR
2
STAIRS
5
13
13
ALLEY
~~180~~ 225'
Sidewalk
WILSHIRE BLVD

9
6
15,000

Jessie Holzer

From: Spatz, Andrea <andrea.spatz@lpl.com>
Sent: Sunday, September 1, 2019 12:57 PM
To: NorthPortal
Subject: Purple Line

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Be sure to include ample bicycle infrastructure (bike lanes, bike racks, storage, urban bike rentals) for the first and last mile. We don't need a million Uber and Lyft drops offs there!

Andrea Spatz, CFP®

Phone: 310-557-2007
Fax: 310-557-0750
andrea.spatz@lpl.com
www.wallenskyspatz.com

Wallensky Spatz & Associates
1880 Century Park East, Suite 411
Los Angeles, CA 90067

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Jessie Holzer

From: Duke Hagenburger <dhagenburger@me.com>
Sent: Friday, September 6, 2019 2:46 PM
To: NorthPortal
Subject: Add'l subway entry

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Hello City staff/

As a resident and business manager in BH, I am pleased to see the City positively engage with Metro for this potential second portal, thank you.

I encourage City staff to strongly consider the western-most option of N. Beverly Dr at Wilshire. An option that is both closer to Rodeo & Beverly Dr and also furthest from the portal at Reeves is the best use of the opportunity.

Thank you for the ability to voice an opinion.

Duke Hagenburger

Duke Hagenburger
dhagenburger@me.com
310.709.2221

Jessie Holzer

From: Giselle Betser <gbetser@gmail.com>
Sent: Sunday, September 8, 2019 8:44 PM
To: NorthPortal
Subject: Reeves subway entrance

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I understand that adding a subway entrance to the Reeves station on the North side of Wilshire is currently being considered.

I strongly agree that this should be done. The nightmare pedestrian traffic of passengers crossing Wilshire both to and from the triangle would be alleviated if they were to access the station from within the triangle, on the North side of Wilshire.

It seems that most of the purpose for this station is to bring day workers and visitors to and from the commercial area of Beverly Hills, I don't even understand why the single station contemplated previously would be on the South side to begin with. A station on the North side, where it would actually encourage ridership and funnel traffic more appropriately, should have been the default design.

In countries with effective subway systems you mostly see stations with at least 2 and sometimes even 4 entrances. If you really want people to use the system, it has to be located where they can access it the most conveniently or they will just have an Uber come to meet them where they are.

Thank you,

Giselle Betser
309 S Canon Dr, Beverly Hills, CA 90212

Jessie Holzer

From: Christine Skirmuntt <kochana19@yahoo.com>
Sent: Friday, September 13, 2019 5:04 PM
To: NorthPortal
Subject: Rodeo Station North Portal

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As a resident on South Canon Dr. I am in total support for implementing a north portal. This is essential as Metro riders headed to the commercial area north of Wilshire, should be funneled directly to the commercial area via the north portal and not "let loose" into the residential areas. The residential areas should be insulated from any intrusion from such large numbers of people into our City. Frankly, to me this is a no brainier and should have been included in the original planning/negotiations with Metro.

Logistically, if riders exit/enter the Metro north of Wilshire (I assume from an underground tunnel), this would be much safer than having large crowds congregating on the south side of Wilshire and then having to cross Wilshire to the north side.

A north portal can also provide such things as a visitor center, restrooms, and a security station. Perhaps this could also be an opportunity to provide an underground structure for additional parking which is so needed for the City.

Christine Skirmuntt

Sent from Yahoo Mail on Android

Jessie Holzer

From: Phil Savenick <fabphil52@gmail.com>
Sent: Sunday, September 15, 2019 8:03 AM
To: NorthPortal
Cc: Josh Gross
Subject: north portal issues I will bring up on the 19th

CAUTION: External Sender
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I would like to make a presentation at the subway scoping meeting on the 19th.

The reality of a subway in our City is far different than what our leaders have been led to believe. We must be proactive to protect ourselves against a dangerous subway portal in a residential neighborhood. Our streets are already in perpetual gridlock. We are completely unprepared for an influx of low-end tourism, street vendors, and transients. There is no argument that we need public bathrooms and a permanent visible security presence. North and South. Where they are placed should also be part of this report.

Metro's Reeves plan as currently promoted, shows as little more than an egress for escalator, elevator and stairways. No one believes this will remain an empty half-block on Wilshire.

We cannot make an informed decision without insight into potential high-rise development over the portals. There will be at least three new buildings built near the corner of Canon and Wilshire, and the "air-rights" have been reserved on Reeves over the so-called "Rodeo Station".

Public bathrooms, security, traffic flow, parking, loading zones, sidewalk restructuring and even a possible bridge should be paid for by the developers. They stand to profit. If the developers want to build over three stories/45 feet, they must supply the ground floor to the City for visitor services.

It is time to stand up to Metro or lose our city.

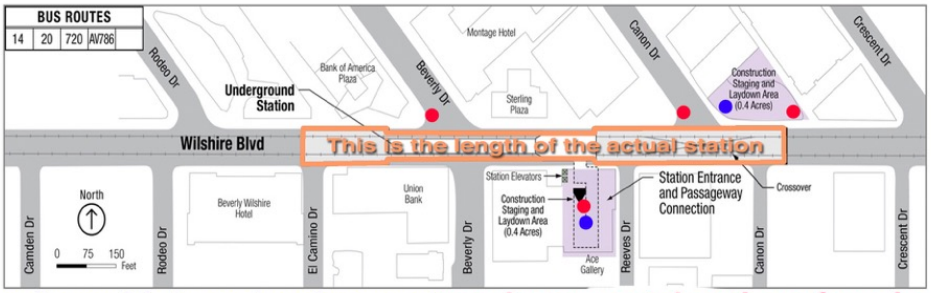
THIS IS NOT JUST ABOUT A NORTH PORTAL…
IT IS ABOUT FIXING THE SITUATION ON THE SOUTH AS WELL.

WHY THE SOUTH PORTAL IS FUNDAMENTALLY UNSAFE

- No access to drop-off or pickup without blocking traffic
- Unsafe pedestrian crossing of Wilshire
- Inadequate sidewalks
- Security and bathrooms still to be determined

As currently planned, the South Portal should never be called a "station".

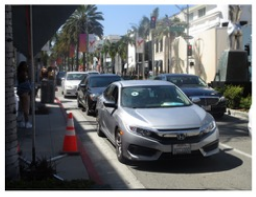
It should always be referred to as a "South Portal"
Otherwise, the word "Station" will send Uber/Lyft drivers to the South of Wilshire where there is no place to load or unload without blocking traffic.



●sites of future development ●subway portal options for e.i.r.

WHY WE NEED DESIGNATED PICKUP AND DROPOFF ZONES

Uber/Lyft block sidewalks



Uber/Lyft causes gridlock

Uber/Lyft blocks intersections

Uber/Lyft disrespects our residential neighborhoods. (yes, that is urine)

WHY WE NEED TO LOAD AND UNLOAD ALL PEDESTRIANS ON THE NORTH

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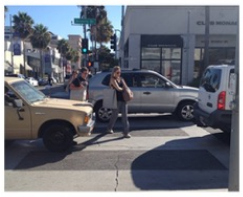
Pedestrians and Cars in the crosswalk together



Gridlock and Danger

Pedestrians can't enter street at green light

Typical Crowd at Hollywood Subway Station

PERPETUAL GRIDLOCK (before subway construction)

Gridlock at Santa Monica and Wilshire

Rodeo Gridlock

Rexford Gridlock

Beverly Gridlock

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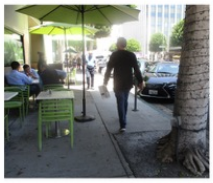

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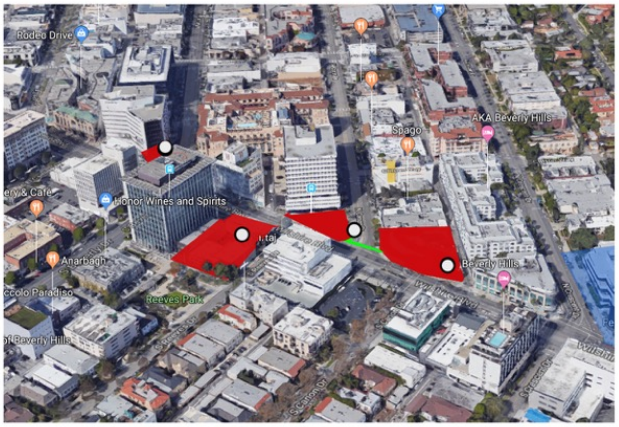
Proposed North Station



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Not one bus or subway rider has buying power for a $5,000 purse.
We can make new attractions and destinations spotlighting our renowned cuisine, offering unique and affordable boutique selections, and celebrating the heritage of our movie star residents in music, light, and innovative 21st century interactive technology. NOW IS THE CHANCE!

Jessie Holzer

From: Perla Berry <perla.berry@psomas.com>
Sent: Monday, September 16, 2019 9:32 AM
To: NorthPortal
Cc: Jessie Holzer
Subject: Comments received during GAC Mtg

CAUTION: External Sender
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Good morning,

During the GAC we received some comments regarding the N Portal.

What are the dimensions/footprints of the proposed portals, what is The proposed design, can we clarify what Portal and scoping means.

As a recommendation, clarify portal as subway entrance at the presentation.

Regards,

Perla

Jessie Holzer

From: Arnie Sklar <a.p.sklar@roadrunner.com>
Sent: Tuesday, September 17, 2019 7:24 PM
To: NorthPortal
Subject: subway entrance

CAUTION: External Sender
Use caution when clicking links or opening attachments

A second entrance is a luxury. And unnecessary. Whichever side one enters he/she still has to go to the same place for the train. If a second entrance adds extra time to construction I am absolutely against it. Luxury or convenience or whatever, we need the station finished so the line can get to Century City and Wilshire traffic can return to normal. May I also say that whomever thought a second entrance is necessary does not ride the subway we have. I do—I take bus to Western then subway. There is ONE entrance at the Western Station and I manage without the slightest inconvenience.

/Arnie Sklar

STATEMENT REGARDING THE ENVIRONMENTAL IMPACT OF THE SUBWAY PORTALS NEAR RODEO

Thank you for allowing me to address the environmental impact of the subway that cuts through the heart of our City.

If it is to be… we must make it safe to enter and exit the subway portals, safe to cross Wilshire, and safe to load and unload rideshare vehicles and not exacerbate our traffic flow gridlock.

Most of all, we must protect our residential neighborhood in the face of an influx of aimless tourists and devious transients. We must have a "North of Wilshire Portal" because it is the only way to mediate dangerous residential encroachment.

A large volume of pedestrian traffic creates planning issues of how to deal with insufficient crosswalks, overly narrow sidewalks, no bathroom facilities, no visitor center, and insufficient outdoor space for tens of thousands of subway visitors. We fear the South Portal will turn Reeves Park into an unwanted menagerie of street vendors and beggars disguised as costumed superheroes.

The residents want the portal as far away from the homes, apartments, and the open-alley garage parking spaces that immediately abut the South Portal. Protecting nearby residents from unwanted visits from transients and/or the homeless is imperative. Redirecting unsafe pedestrian and vehicle routes is also required to avoid devastating impacts on our retail and residential quality of life.

The environmental impact of a North Portal will be considerably less destructive than the impact of one on the South of Wilshire.

The L.A. Times reported Beverly Hills gets 7 million visitors a year. If only one percent use the subway, we have to find a way to get 70,000 people from different cultures across Wilshire safely. Currently, as seen in the various supplied photos, we cannot get even two people across Wilshire without a gridlock developing of cars and pedestrians sharing the crosswalk at the same time. Instead, we want our visitors to arrive directly into our Golden Triangle to eat, shop, and enjoy our robust retail district.

DETAILS WE MUST ADDRESS: There are currently three empty lots on Cañon and Wilshire, and one empty lot on Reeves. There is no doubt these four sites will eventually host high-rise developments. The logical and best place for the subway portal is on the ground floor of one of the new buildings. This would save the City and County millions by requiring the developer to provide security and bathrooms.

MY SUGGESTIONS: My first choice is to close Cañon permanently and make it a mall street and pedestrian-friendly destination. We need more open space for the potential invasion of low-end tourism. We should have a police presence there (like a BH Cop SWAT vehicle) and we need to monitor everyone who enters the City, as we currently do with license plates. We need a Visitors Center to guide tourists to unique Beverly Hills experiences they can afford, not just Rodeo.

What are the plans for "Air Rights"? What does the City have planned for the Crescent Alley location? What about the corner property on Wilshire and Cañon? If the owner, Arnold Rosenstein, wants additional height above 45 feet when he rebuilds, he must ask for a variance and the City must demand the ground floor be used for our terminal, Visitors Center, security hub, bathrooms, and perhaps a museum or multi-media attractions to orient our travelers to the City.

I prepared the attached map of potential subway portal sites and potential pick-up and drop-off zones. Our choice becomes very limited and very clear. There is only one place where it is safe…

Cañon and Wilshire on the north side of Wilshire; either in the street or in the new construction.

This is our chance to protect our neighborhood and maintain Wilshire as a thoroughfare. It opens up a second destination street for Beverly Hills. It is a vision of the future.

I feel all this information is germane to any Environmental Impact Report. How do we make this right? What can I do?

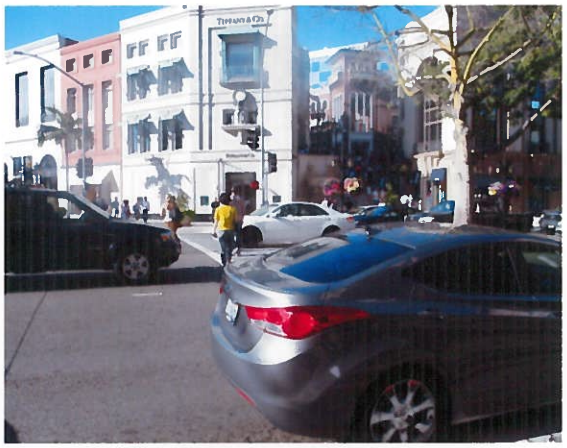
Many thanks,

PHIL SAVENICK
Son of former mayor Benjamin Norton

WHY THE SUBWAY PORTAL NEEDS TO BE MOVED NORTH OF WILSHIRE

- No access to drop-off or pickup without blocking traffic
- Unsafe pedestrian crossing of Wilshire
- Inadequate sidewalks
- No security or bathroom facilities in a residential neighborhood

WHY WE NEED TO LOAD AND UNLOAD ALL PEDESTRIANS ON THE NORTH



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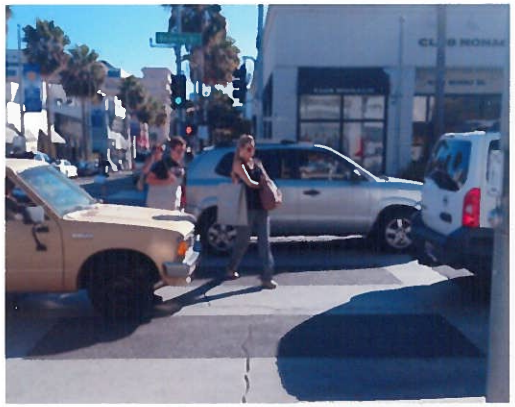

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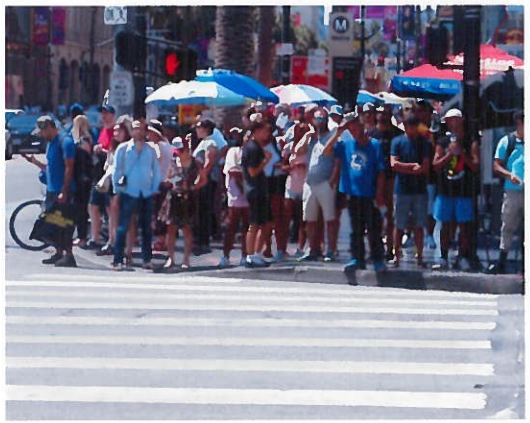
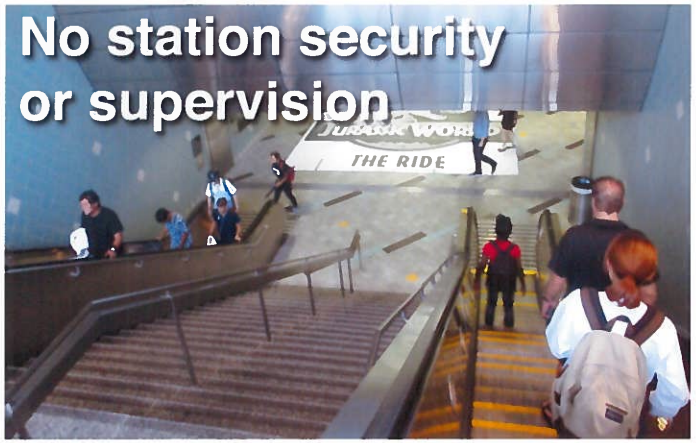


Typical Crowd at Hollywood Subway Station

SUBWAY STATION REALITIES

shows the impact of a tourist destination and why the portal should be kept away from residential neighborhoods



"PORTAL"
is merely a stair, escalator, or elevator

the only way to buy tickets

"STATION"
is an unattended lobby with plenty of advertising but no directions.

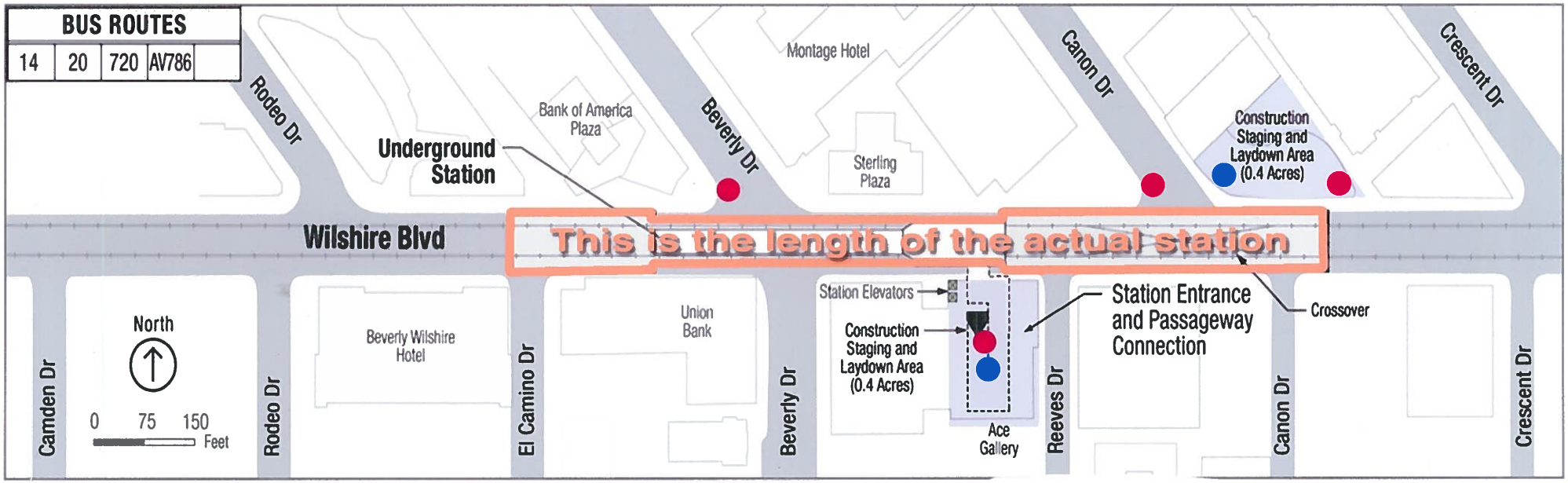
crowds

racecar rentals on the street

street performers and vendors of cheap hats, pot pipes, tour rides

As currently planned, the South Portal should never be called a "station".

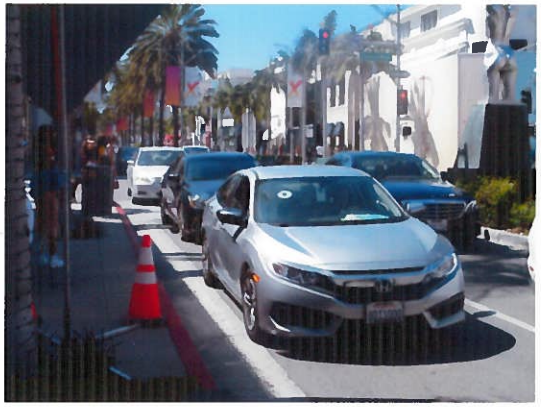
It should always be referred to as a "South Portal"
Otherwise, the word "Station" will send Uber/Lyft drivers to the South of Wilshire where there is no place to load or unload without blocking traffic.



● sites of future development ● subway portal options for e.i.r.

WHY WE NEED DESIGNATED PICKUP AND DROPOFF ZONES

Uber/Lyft block sidewalks



Uber/Lyft causes gridlock

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Gridlock at Santa Monica and Wilshire

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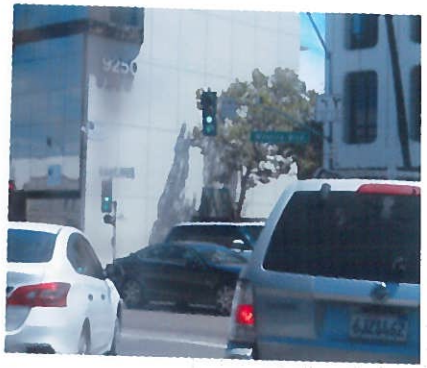

Rexford Gridlock

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outdoor dining uses half the sidewalk

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Proposed North Station

○ **Possible Portal sites**

1. Beverly Drive - lose a southbound lane. no off-road vehicle access.

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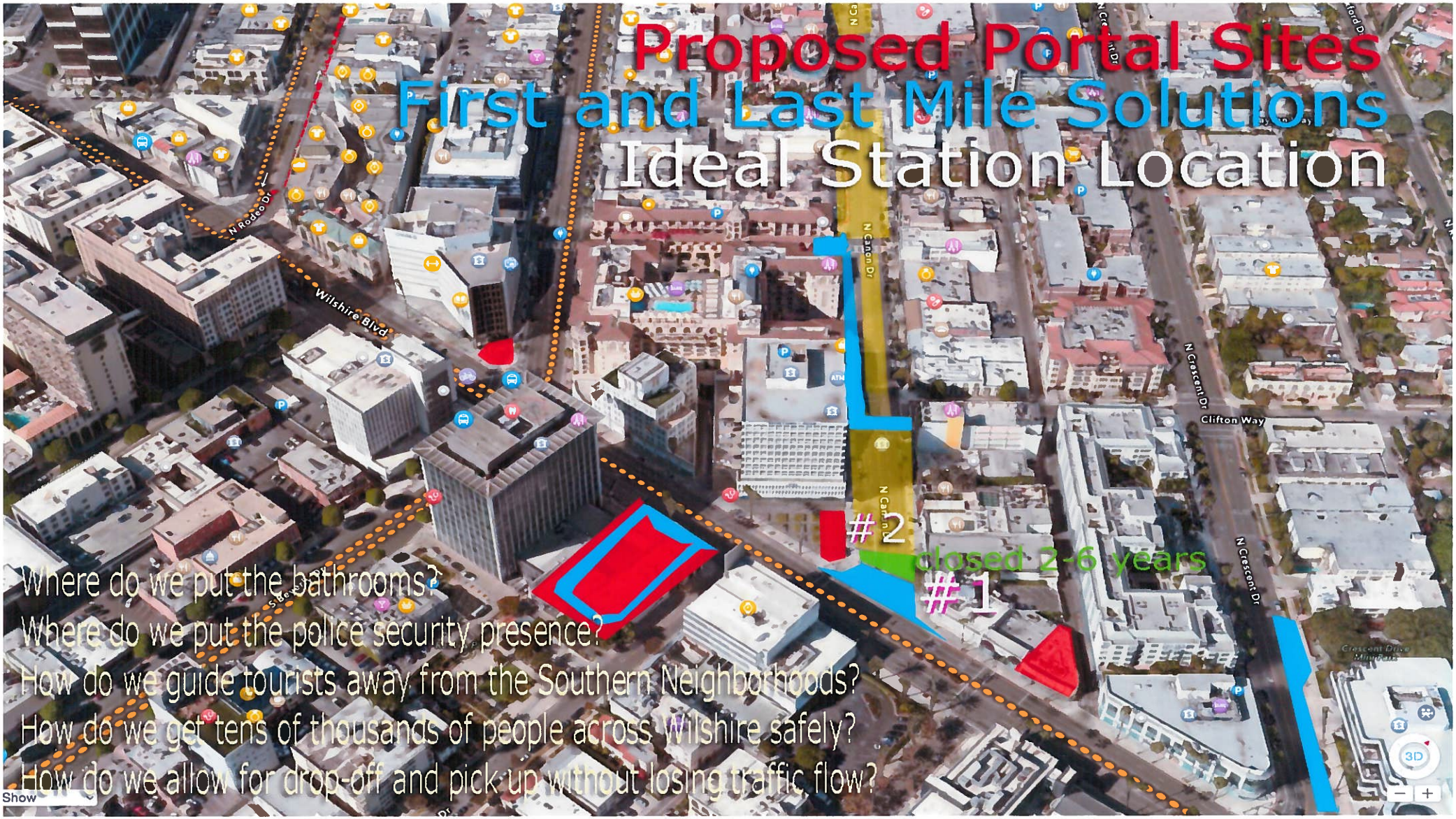
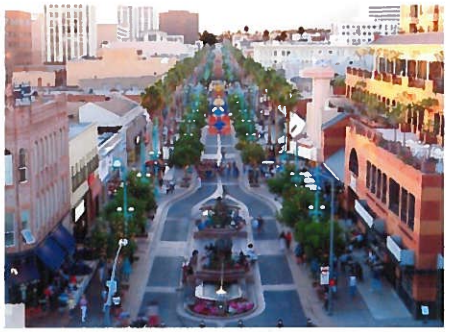

Proposed Portal Sites
First and Last Mile Solutions
Ideal Station Location
N Rodeo Dr
Wilshire Blvd
N Canon Dr
N Crescent Dr
Clifton Way
#2
closed 2-6 years
#1
Where do we put the bathrooms?
Where do we put the police security presence?
How do we guide tourists away from the Southern Neighborhoods?
How do we get tens of thousands of people across Wilshire safely?
How do we allow for drop-off and pick up without losing traffic flow?
3D
Show

FOURTH OPTION:
Permanent Closure of Cañon Drive

This is the unique opportunity to create a New Destination Street

MAKE CANON THE NEW PORTAL TO THE CITY, NEW RESTAURANT ROW AND OUTDOOR MALL



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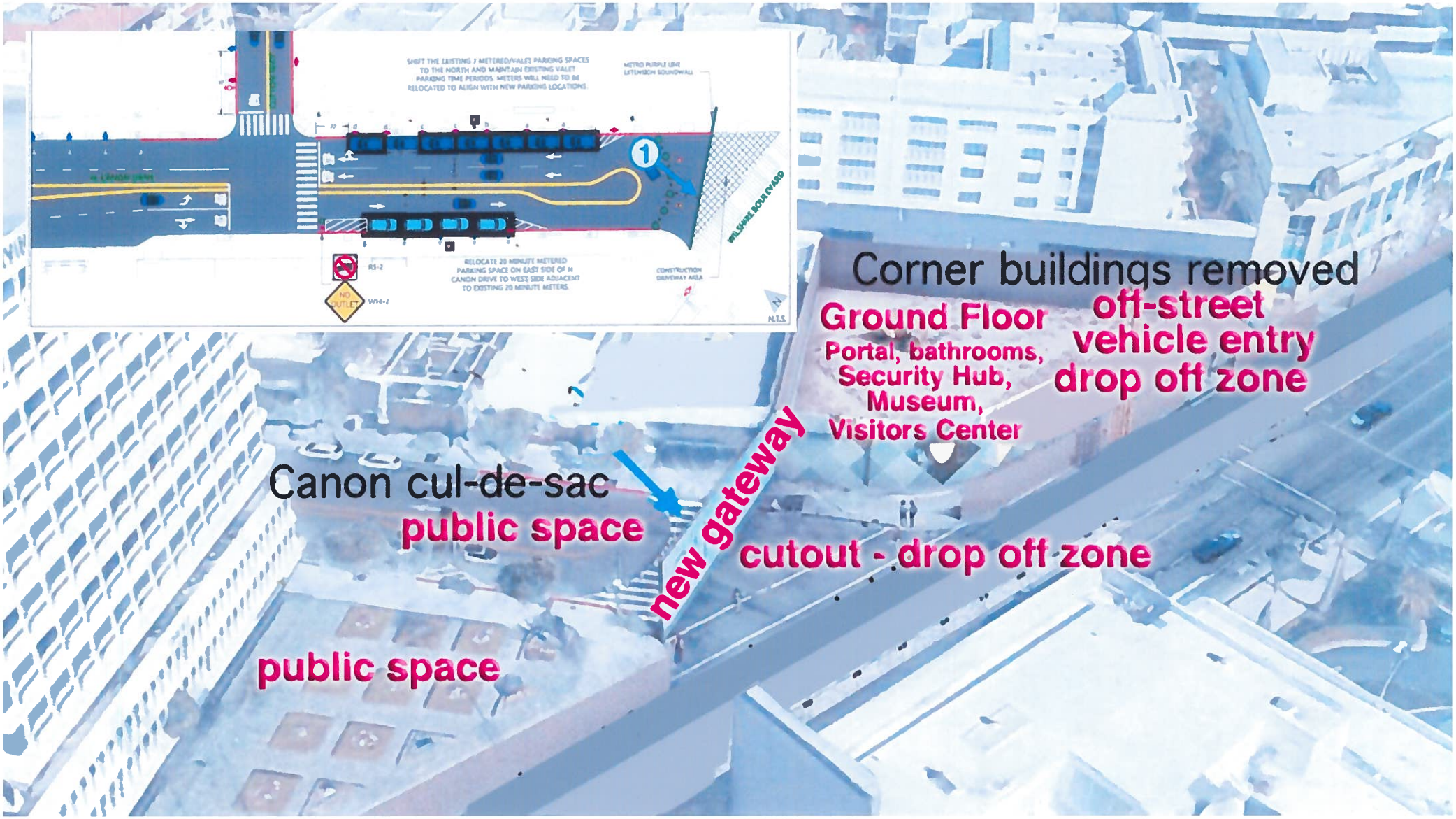
N Crescent Dr
Santa Monica Blvd
Burton Way
Foothill Rd
Burton Way
N Rexford Dr
N Alpine Dr
N Elm Dr
Dayton Way
N Elm Dr
Pedestrian Mall outdoor dining
Brighton Way
N Beverly Dr
Pedestrian Mall outdoor dining
N Canon Dr
N Crescent Dr
Dayton Way
N Rexford Dr
Foothill Rd
N Elm Dr
N Canon Dr
N Crescent Dr
N Rexford Dr
Clifton Way
Pedestrian Mall outdoor dining
N Beverly Dr
N Crescent Dr
N Rexford Dr
Loading
Underground parking
Public Park and pedestrian walk
Loading
Loading
Clifton Way
N Rodeo Dr
N Crescent Dr
Loading
N Rodeo Dr
N Canon Dr
Pedestrian Mall public space
Loading
Ideal Portal Site
Public Space
Wilshire Blvd
Wilshire Blvd
Taxi Zone
No loading or drop-off
3D


SHIFT THE EXISTING 7 METERED/VALET PARKING SPACES TO THE NORTH AND MAINTAIN EXISTING VALET PARKING TIME PERIODS. METERS WILL NEED TO BE RELOCATED TO ALIGN WITH NEW PARKING LOCATIONS.
METRO PURPLE LINE EXTENSION SOUNDWALL
1
WILSHIRE BOULEVARD
RELOCATE 20 MINUTE METERED PARKING SPACE ON EAST SIDE OF N CANON DRIVE TO WEST SIDE ADJACENT TO EXISTING 20 MINUTE METERS.
CONSTRUCTION DRIVEWAY AREA
R5-2
NO OUTLET
W14-2
N.T.S.
Corner buildings removed
Ground Floor
Portal, bathrooms, Security Hub, Museum, Visitors Center
off-street vehicle entry drop off zone
Canon cul-de-sac
public space
new gateway
cutout - drop off zone
public space

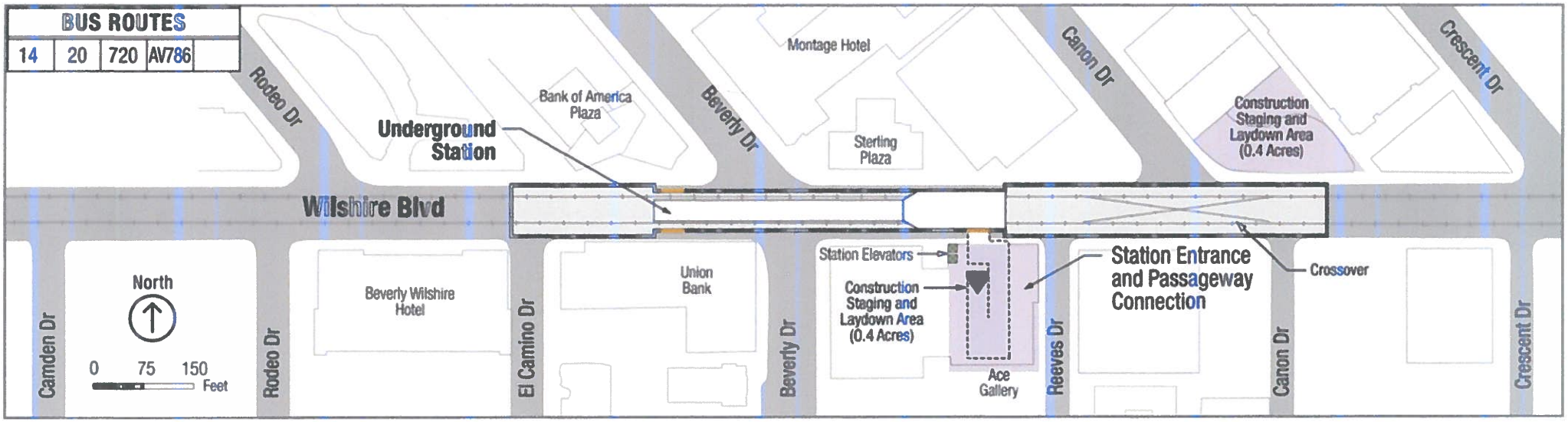


Figure 2-40. Wilshire/Rodeo Station—Ace Gallery

As a historian, I would like to offer my opinions into the public debate over our City's future.

Beverly Hills and the Subway:
Turning Point or Tipping Point?

Even without being a historian, it is often easy to recognize when a historic event happens. One is occurring right now to the heart of the Beverly Hills. It is called the Metro Purple Line and it will change the very nature of life in our City forever. The sleepy little residential lifestyle in 90210/90211/90212 will be replaced with traffic that determines when you can or can't get home. Our City which relies on the tax base of retail sales is facing five to seven years of disrupted access to our business community. As Will Rogers would have put it: If you can't get to your store... you're gonna go broke".

Then, when the subway arrives, Rodeo Drive will suddenly have to host thousands of visitors with no buying power for "luxury items." The town will have to change to accommodate the "sandals and backpack" trade or Rodeo faces losing its real customers in the crowd. It is quite possible to kill our goose that lays the golden eggs.

Why do we have to stand up for our Neighborhoods, School and Businesses?

Metro is allowed to drill under our high school and drill under our southwest residential multi-family neighborhood, Worse yet, it plans to put the station to service thousands of visitors a day on the southern residential side of Wilshire. In addition to workers and tourists, the entire homeless and transient population will have 24/7 access to our neighborhoods.

About that Station - as currently proposed:

1. RESIDENTIAL ENCROACHMENT. The station is only several hundred feet from a residential neighborhood. It is directly adjacent to alleys where renters use open garages. Current placement of the station will require thousands of people to safely cross Wilshire or else aimlessly wander our neighborhoods.

2. NO LOADING ZONE. Metro offers no provisions for loading, parking, taxi or Uber stops. Where do people load? On Reeves Drive or Wilshire Boulevard? Reeves is a one lane street, a pickup or drop off will clog it completely. Wilshire cannot afford a lost lane to waiting cars. This will impact Beverly Drive as well.

3. NO BATHROOMS! Many stations are a magnet for the homeless. Even newer ones reek of urine. The Willowbrook station is being re-configured because of the problem. We are left only with the problem. It will cost the City millions just to provide the barest and most humane of services.

4. NO DEDICATED SECURITY. Inside the station there are no police and no attendant... only cameras. There is a L. A. county sheriff on each train who is not required to disembark. The station is a public place as is our park on Reeves. Loitering is a touchy issue. The City will be required to increase police presence. Currently, BHPD knows every license plate that comes through town. Theoretically, it has a bead on everyone who enters. Subway destroys that security net.

This is Unacceptable!

Instead of an exclusive oasis of serenity in the middle of the bedlam of Los Angeles' overdevelopment, we are now just another piece of the greater L.A. traffic problem. It is the greatest loss of sovereignty since the proposed annexation battle of 1924. Residents and retail will lose big in the immediate future. Who gains? After seven years, what will be left?

But it is not a done deal. There are lawsuits still pending and the Memorandum of Agreement the City is poised to sign is contingent on many factors. We all know it will cost many millions to our City for additional policing and to build sanitary facilities. These are called "betterments."

The one betterment we must insist on is that the entrance to the City be an escalator that delivers the subway riders to a portal on the north side of Wilshire. We cannot let Metro dump them into our residential neighborhoods. We will need bathrooms, loading zones, taxi and uber areas, even perhaps bird and bike stands.

I believe we should use the opportunity to build a world class visitors center with many tour options (not just Rodeo) and perhaps a museum or other local cultural presentations. I ask that the City reconsider the property on Wilshire, east of Canon, as our new portal. Rethink the future of our City now.

Beverly Hills is an Island.

Beverly Hills is an island in the middle of a massive metropolis. Los Angeles County has a larger population than 42 entire states. We are a small town with only four roads linking us to the outside world.

While Wilshire Boulevard used to be our major thoroughfare, it will now be impaired for five to seven years. Neighboring communities have compromised Sunset and Santa Monica Boulevards with over-development. Things are changing everyday. Olympic Boulevard is overburdened and our side streets like Charleville and Gregory Way have become gridlocked for hours at a time.

We are stuck with the subway but not stuck with bad planning and lack of consideration for the neighborhood. Now is time to act before traffic and crowds strangle our community to death. The subway is a turning point, but it can also be our tipping point.

Phil Savenick

******

Jessie Holzer

From: Lucy S <37tutl@gmail.com>
Sent: Friday, September 20, 2019 3:56 PM
To: NorthPortal
Subject: YES! As much subway as possible

CAUTION: External Sender
Use caution when clicking links or opening attachments

Let's bring Beverly Hills into the last two centuries with public transportation. Especially with the tourists Beverly Hills so loves all over our streets, get them out of sight seeing cars that tie up traffic and get them on foot.

How about a stop on Beverly Blvd/Santa Monica Blvd/Palm Drive intersection? Can't have enough public transportation.

You should've put meaningful bike lanes into Santa Monica Blvd. when you did whatever you did for two years that tied up traffic.

Tell the mayor and city council to stop fighting progress, this is not 1950!! Public transport will help with environmental problems that get worse.

Thank you.

Lucy Stutz
37tutl@gmail.com

Jessie Holzer

From: PAUL LERNER <paullerner@mac.com>
Sent: Friday, September 20, 2019 4:27 PM
To: NorthPortal
Subject: Comment on North Portal options

CAUTION: External Sender
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Hello City of Beverly Hills Transportation Planning,

I was not able to attend the September 19 meeting about North Portal options for the coming Wilshire/Rodeo Purple Line subway stop, but I have reviewed the presentation slides, and I do have a comment.

I support the Beverly Drive alternative for the North Portal. Based on my experiences of living and owning a house in the neighborhood for the past six years, I believe this would be the most convenient and well-used option, for the greatest number of people.

Thank you.

Sincerely,

Paul D. Lerner
Beverly Hills, CA

PaulLerner@mac.com

Jessie Holzer

From: Spatz, Andrea <andrea.spatz@lpl.com>
Sent: Friday, September 20, 2019 8:02 PM
To: NorthPortal
Subject: Re: Video Recording of Westside Purple Line Rodeo Station North Portal Scoping Meeting

CAUTION: External Sender
Use caution when clicking links or opening attachments

We clearly need a shuttle or something (Free bike share?) that gets people to the station in something other than individual cars. The traffic will be a nightmare if everyone thinks they can be dropped off in their own vehicle or Uber.

Andrea Spatz, CFP®

Phone: 310-557-2007
Fax: 310-557-0750
andrea.spatz@lpl.com
www.wallenskyspatz.com

Wallensky Spatz & Associates
1880 Century Park East, Suite 411
Los Angeles, CA 90067

From: NorthPortal <NorthPortal@beverlyhills.org>
Sent: Friday, September 20, 2019 3:38 PM
Subject: Video Recording of Westside Purple Line Rodeo Station North Portal Scoping Meeting

Good afternoon,

On September 19, 2019, the City of Beverly Hills hosted a Scoping Meeting to receive public comment on the environmental review process for the Westside Purple Line Rodeo Station North Portal. The proposed project is a second entrance for the Wilshire/Rodeo Station on the north side of Wilshire Boulevard. Click here to watch the meeting recording and click here to view the presentation slides. Visit www.beverlyhills.org/NorthPortal for more information about the project.

The scoping period is from September 5, 2019 through October 7, 2019. If you were unable to attend the meeting, comments can also be submitted during the scoping period in the following ways:

By email: NorthPortal@beverlyhills.org

By mail:
City of Beverly Hills – Transportation Planning
Attn: Jessie Holzer
455 North Rexford Drive
Beverly Hills, CA 90210

Jessie Holzer

From: Christine Skirmuntt <kochana19@yahoo.com>
Sent: Sunday, September 22, 2019 7:53 PM
To: NorthPortal
Subject: Re: Video Recording of Westside Purple Line Rodeo Station North Portal Scoping Meeting

CAUTION: External Sender
Use caution when clicking links or opening attachments

Hi Vivien,
Forwarding this email to you. Thought you would be interested. Hopefully you will be able to access the video of the meeting. If not, we can get together for you to watch if you like to. Meeting was only about 45 minutes.

Regards, Christine

Sent from Yahoo Mail on Android

On Sun, Sep 22, 2019 at 8:30 AM, NorthPortal
<NorthPortal@beverlyhills.org> wrote:

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By email: NorthPortal@beverlyhills.org

By mail:
City of Beverly Hills – Transportation Planning
Attn: Jessie Holzer

Jessie Holzer

From: yanina91@aol.com
Sent: Monday, September 23, 2019 9:31 AM
To: NorthPortal
Subject: North Portal - Beverly Hills

CAUTION: External Sender
Use caution when clicking links or opening attachments

I disagree with having a South Portal since the main business/hotels and theatre are in the North side of Wilshire. In general this portal and the other proposed portal locations on the North side of Wilshire are not a good idea either since there is no planning for parking or drop off areas and this will create traffic backup and accidents. Also, the people who would rather take this metro line instead of driving (which is the purpose of having the Metro, to alleviate traffic on the roads), will have nowhere to park, so it defeats its purpose. The City and Metro planning need to come up with a better location with appropriate parking and drop off areas. Sincerely Yanina Zajdman, resident of Beverly Hills.

Sent from my iPhone

Jessie Holzer

From: Phil Savenick <fabphil52@gmail.com>
Sent: Wednesday, September 25, 2019 10:12 AM
To: NorthPortal; mirisch John; George Chavez; Robert Welch
Cc: 13-Lester J. Friedman; 14-Robert Wunderlich; Lili Bosse; 12-Julian Gold; Aaron Kunz; Roger Vinalon Jr; Nancy Hunt-Coffey; Phil Savenick
Subject: New and Important information on moving the North Portal

CAUTION: External Sender
Use caution when clicking links or opening attachments

New and Important information!

At the recent meeting regarding the subway north portal EIR, I raised an important question that city staff couldn't even ask, let alone answer... so we found out the information and want it included in the report. We must be pro-active as to how to make the Beverly Hills subway safe and useful and to figure out how it can enhance the City and not destroy it. I feel cooperation is our best tool and logic is our best weapon.

The ideal place to put the subway station is on the North-East corner of Canon and Wilshire.

It is the only safe place and has the most potential to enhance the City. All passengers and vehicle loading can be done off-street, with visible security and sanitary facilities. It has space for a proper visitors center and it allows us to develop Canon into a glimmering new gateway to the City.

The City has rights to two of the available parcels, Robbie Anderson and I have convinced the owner of the third parcel, Arnold Rosenstein to agree to talk about ground floor and subterranean use as a proper subway portal.

> **From:** Arnold Rosenstein <ar@newpacificrealty.com>
> **Date:** September 23, 2019 at 2:13:56 PM PDT
> **To:** "Robert S. Anderson" <ardendr@pacbell.net>
> **Subject: Canon Drive**
>
> Robbie:
>
> I read Phil's material and it all makes sense to me.
>
> What I do not understand is why the City has decided NOT to consider our site for the North Portal.
>
> I am not trying to sell our property to the City – it's just that what he says makes sense.
>
> Maybe he can figure it out?
>
> Arnold

I feel his email empowers me to help you get the station on the right site, on the right side, and with the right precautions in place.

There is no reason to pursue the impact of portals that require losing lanes of traffic. There is no need for the City and County to split costs of restrooms that the developer can be responsible for.

THE BIG PICTURE

My goal is that in the future, visiting Beverly Hills will not just be three blocks of ritzy Rodeo fashions, the pond for a picture, and back on the bus. We will need more destinations for a new volume of visitors and a new calibre of shoppers.

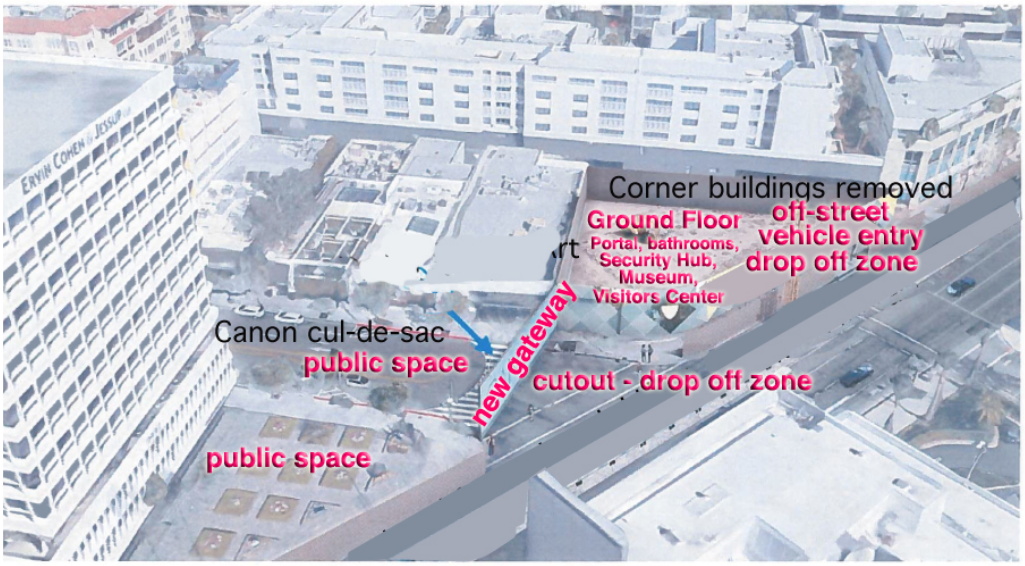
With 7.5 million visitors currently, we are Disneyland without any rides. We need to create more destinations.

I envision Canon with outdoor attractions all along a widened pedestrian friendly partial-mall that leads all the way up to the Beverly Hills sign. I see creating a new restaurant row, dynamic outdoor space, and utilizing the last couple of courtyards for unique boutiques. Every night can be Christmas along our "Canyon of Stars" that honors the greatest actors, singers, composers, and creative genius' who called our town home. Fred Astaire and Gene Kelly can dance in lights across the sky over Canon every night.

As president of the Beverly Hills Historical Society, I know what makes Beverly Hills special and unique. I would like to utilize 21st century technology to make our legendary past come alive to create the newest must-see attractions… only in Beverly Hills.

This is the opportunity for us to be ready to greet the world when the Olympics come in 2028 with a new and spectacularly re-imagined Beverly Hills.

but first...**THE GOAL:**
BE SMART, MAKE THE SUBWAY SAFE, KEEP THE NEIGHBORHOODS SAFE, CREATE A NEW WORLD CLASS GATEWAY/DESTINATION, AND KEEP WILSHIRE FLOWING.



the possible walking flow of a partial mall scenario.

respectfully submitted,
Phil Savenick

Jessie Holzer

From: Stephen Reis <stephenmreis@gmail.com>
Sent: Friday, September 27, 2019 2:57 PM
To: NorthPortal
Subject: North Portal preference

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Hello Beverly Hills Transportation Planning,

Regarding the September 19 meeting (which I was not able to attend) about North Portal options for the Wilshire/Rodeo Purple Line subway stop, I would like to submit my preference from the three options:

I believe Beverly Drive would be the best option for the North Portal. We have been homeowners who have lived in the neighborhood for the past several years, and we are big fans of walking in Beverly Hills. To maximize the positive impacts from this station, subway riders should exit the station nearest to the most iconic part of the business district.

Thank you.

Regards,

Stephen Reis
Beverly Hills, CA

stephenmreis@gmail.com

Jessie Holzer

From: melindayork@netzero.net
Sent: Thursday, October 3, 2019 9:37 PM
To: NorthPortal
Subject: ABOLUTELY USE THE CANON DRIVE STAGING YARD FOR THIS NORTH PORTAL. KEEP IT OUT OF THE WAY OF BEVERLY & RODEO DR

CAUTION: External Sender
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DEAR JESSE

I AM SORRY I MISSED THIS MEETING, BUT THERE IS NO WAY I WOULD PUT A NORTH PORTAL ON RODEO OR BEVERLY DRIVE
YOU ARE DESTROYING TRAFFIC, CAUSING CONGESTION AND EVERYTHING ELSE.
ITS ALREADY A DISASTER HAVING THIS METRO IN THE MIDDLE OF BEVERLY HILLS.
BUSINESSES ARE LOSING OUT EVERY DAY. ITS A DISGRACE.

MY OPINION AS A NEARBY RESIDENT IS TO HAVE THE NORTH PORTAL STATION EXACTLY WHERE IT WAS PLANNED TO BE
IN THE CANON DRIVE STAGING YARD.
LET THEM DO IT THERE.

THIS TRAIN IS NEVER GOING TO DO WHAT THEY THINK ITS GOING TO.
THERE IS NO PARKING FOR THIS TRAIN AND THE ONLY COMMUTERS WILL BE PEOPLE THAT LIVE IN HIGH CRIME
AREAS EAST OF BEVERLY HILLS AND EAGER TO ARRIVE BY TRAIN TO PICK POCKETS, TAKE DRUGS, BURGLARIZE
AND THEN DISAPPEAR DOWN THE STAIRWELL.
ITS DISGUSTING.

AS FAR AS I'M CONCERNED, IF YOU CAN'T GET TO BEVERLY HILLS BY CAR OR BUS, YOU NEED NOT SHOW UP HERE.
ALL THE TRAIN STATIONS DO, IS PROVIDE HOMELESS SHELTERS. ITS OUTRAGEOUS.
AND THEN YOU WILL END UP WITH DRUGS, NEEDLES, HUMAN WASTE & GARBAGE ETC POURING OUT UP THE ESCALATORS.
This is NOT NEW YORK.
WE LIKE OUR CARS AND THAT IS HOW LOS ANGELES WAS BUILT AROUND.

sorry, but I am no fan of this fiasco. The more I see, the worse it gets.

That's my opinion, and any other location would be a fools choice.

Thanks very much

Melinda

Jessie Holzer

From: Michael Ford <michaelf4259@yahoo.com>
Sent: Saturday, October 5, 2019 1:05 PM
To: NorthPortal
Subject: Rodeo Drive Station - North Portal Station

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I totally support a north portal for the station. A north portal is essential to direct metro riders to the commercial
area to which they are headed and away from the residential side. An underground tunnel to the north portal will provide needed safety as people will not be congregating on Wilshire Blvd. and then needing to navigate Wilshire traffic to cross over to the north side.

It is **essential** that the north protal provide restrooms and maximum security measures.

My preference is for the north portal to be on Beverly Drive as this is the closest proximity to Rodeo Drive.

Regardless of the portal location, there should be a dropoff location for riders who may be dropped off at the station by Uber/Lyft. Also there should be an arrangement for parking . (Maybe with the nearest parking structure on Beverly Drive or Montage if Canon location) to have available parking for riders if they want to continue on the Metro further west.

Thank you.

Michael Ford

Jessie Holzer

From: Phil Savenick <fabphil52@gmail.com>
Sent: Saturday, October 5, 2019 1:23 PM
To: NorthPortal; mirisch John; Lili Bosse
Cc: Robert Welch; 13-Lester J. Friedman; 14-Robert Wunderlich; 12-Julian Gold; George Chavez; Phil Savenick; Aaron Kunz
Subject: THINGS THAT MUST BE INCLUDED in the Westside Purple Line Rodeo Station North Portal Scoping Period

CAUTION: External Sender
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Dear Jessie and North Portal staff,

As the public comment period winds down, we need to make sure the following materials are included in the EIR for the North Portal. In addition to the materials I gave you at the public meeting, here are the most important issues.

1. It must appear in the EIR that the reason for the North Portal is that the South Portal is fundamentally unsafe for the residential neighbors, for pedestrians, and for through traffic on Wilshire Boulevard. Until there is a building developed over the Reeves portal that can supply bathrooms, a loading area, and a security station to video monitor every passenger and where they go when they exit the station… **THE SOUTH PORTAL IS UNSAFE!**

2. I visited several Metro "stations" and found them to be little more than ticket vending machines, stairwells and an elevator between the tracks level and street. The terms "Station", "Portal", and "subway access" should be carefully used. The "station" is underground and several blocks long. The "portal" is where stairs and/or an elevator reach the street level. "Subway Access" can be achieved at several places between Beverly Drive and Crescent Drive. **WE SHOULD NEVER USE THE TERM " RODEO STATION".** It creates the impression of something that will not exist. "Reeves Stairwell and Elevator Shaft" would be more accurate. Then, people would understand what is coming. South Portal is acceptable… but never "Rodeo" Station. The verbiage is extememely important, especially when ride-sharing drivers use computers to track locations. They would drop passengers off at Rodeo, impacting the flow on that street as severely as it will Wilshire. Illegal stopping is already an annoying and dangerous problem - even before the influx of a large quantity of new tourism. On our narrow streets, when loading vehicles stop with doors open, the street stops dead.

3. The portal at Union Station appears to require several security officers and most importantly… a special area for loading and unloading of car passengers to the station. Uber and Lyft have become such an extreme problem that they will be banned from making pick-ups at Los Angeles International Airport.

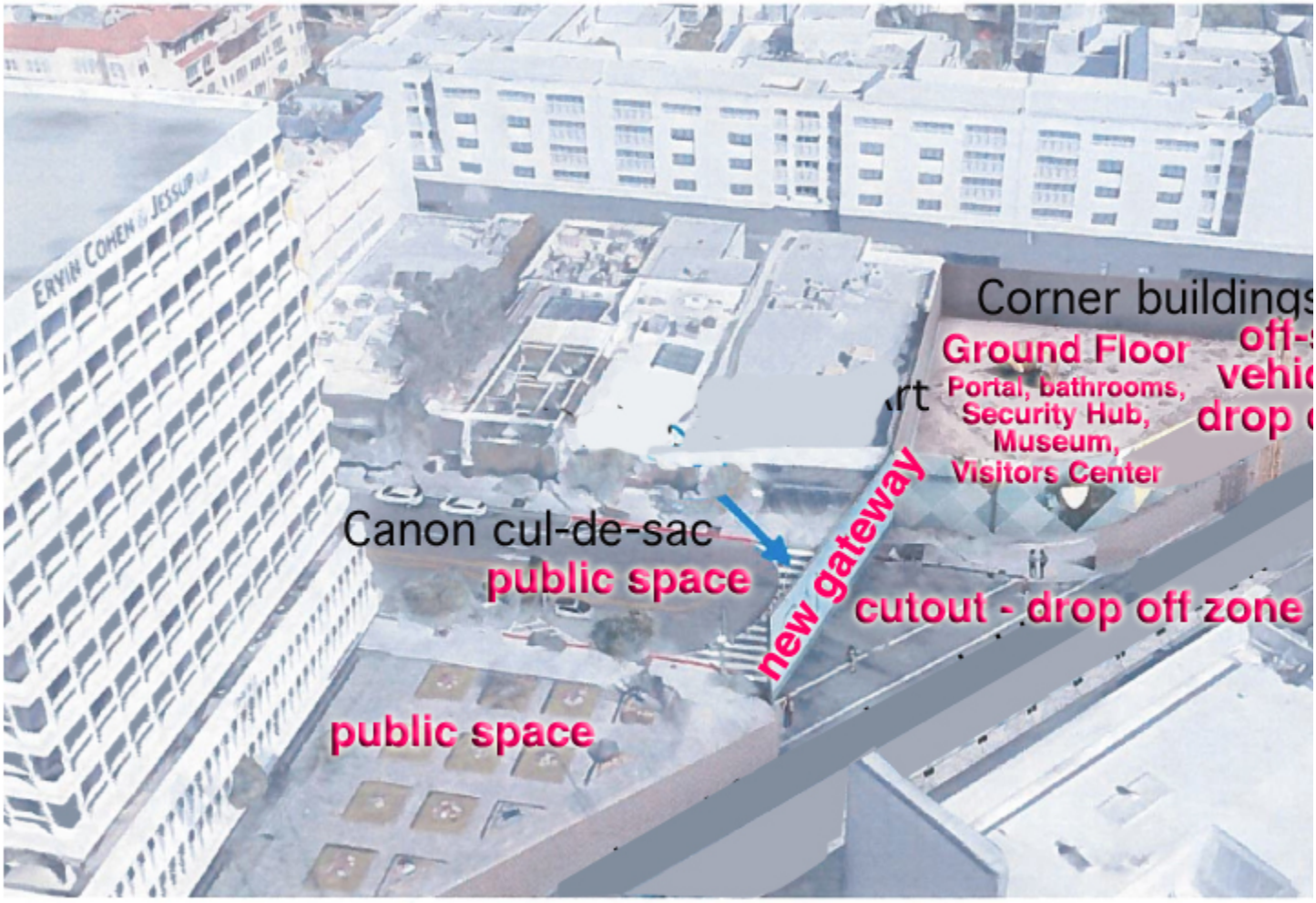
WE CANNOT SURRENDER A LANE OF WILSHIRE BOULEVARD TO LOADING AND UNLOADING OF PASSENGERS!

Why is this so important? When a car stops for a pick-up, two lanes must merge into one to get around the car. Both lanes are impacted. When lane merging happened at the construction site of

the Waldorf in 2015, traffic would often back up a mile or more to Beverly Glen. This would be a chronic condition with trains arriving six times an hour. It is unacceptable, it will exacerbate our existing traffic flow problems, make access to our City more difficult, and hasten a retail exodus. Those are real impacts.

4. The only site currently under study that would allow for the safety of off-street loading is by combining the two lots that the City controls with the adjacent stakeholder of the north-east corner of Canon and Wilshire. I have received Mr. Rosentein's permission to pursue this option with the

City. Per Councilmember Bosse and City Manager Chavez, it will be on the official City Council agenda for discussion. **THE FOURTH OPTION MUST BE CONSIDERED!**



THE ONLY ACCEPTABLE OPTION IS THE NORTHEAST CORNER OF CANON AND WILSHIRE.

It is the only safe place and has the most potential to enhance the City. All passengers and vehicle loading can be done off-street, with visible security and sanitary facilities. It has space for a proper visitors center and it allows us to develop Canon into a glimmering new gateway to the City.

The City has rights to two of the available parcels, Robbie Anderson and I have convinced the owner of the third parcel, Arnold Rosenstein to agree to talk about ground floor and subterranean use as a proper subway portal.

From: Arnold Rosenstein <ar@newpacificrealty.com>
Date: September 23, 2019 at 2:13:56 PM PDT
To: "Robert S. Anderson" <ardendr@pacbell.net>
Subject: Canon Drive

Robbie:

I read Phil's material and it all makes sense to me.

What I do not understand is why the City has decided NOT to consider our site for the North Portal.

I am not trying to sell our property to the City – it's just that what he says makes sense.

Maybe he can figure it out?

Arnold

I feel his email empowers me to help you get the station on the right site, on the right side, and with the right precautions in place.

There is no reason to pursue the impact of portals that require losing lanes of traffic. There is no need for the City and County to split costs of restrooms that the developer can be responsible for.

Please confirm receipt.

Good luck with the report, I am willing to help however I can, I expect you will be contacting me during to process to follow up on my negotiation.

respectfully submitted,

Phil Savenick

On Oct 3, 2019, at 3:08 PM, NorthPortal <NorthPortal@beverlyhills.org> wrote:

Good afternoon,

As a reminder, the scoping period for the Westside Purple Line Rodeo Station North Portal - Environmental Impact Report (EIR) closes on October 7, 2019. The proposed project is a second entrance for the Wilshire/Rodeo Station on the north side of Wilshire Boulevard. Click here to watch the September 19, 2019 Scoping Meeting recording and click here to view the presentation slides. Visit www.beverlyhills.org/NorthPortal for more information about the project.

If you would like to provide comments on the environmental review process, you may do so by October 7th in one of the following ways:

By email: NorthPortal@beverlyhills.org

By mail:
City of Beverly Hills – Transportation Planning
Attn: Jessie Holzer
455 North Rexford Drive
Beverly Hills, CA 90210

Comments received during the scoping period will be used to inform the preparation of a Draft EIR, which will analyze the potential environmental impacts of the proposed station entrance alternatives. The City anticipates releasing the Draft EIR for public review in spring 2020.

For questions, please contact the Transportation Planning Division at (310) 285-1128 or transportation@beverlyhills.org.

Transportation Planning & Traffic Engineering Division

City *of* Beverly Hills
455 N. Rexford Drive,
Beverly Hills, CA 90210
(310) 285-1128
transportation@beverlyhills.org

The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

Jessie Holzer

From: Dave Kalin <davekalin@gmail.com>
Sent: Saturday, October 5, 2019 5:06 PM
To: NorthPortal
Subject: North Portal

CAUTION: External Sender
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This is a letter to show my support for a North Portal entrance/exit for the Metro Purple Line at the Wilshire/Rodeo station. A North Portal exit will reduce pedestrian crossings at Wilshire and Beverly, Wilshire and Canon, as well as illegal crossings at Wilshire and Reeves.

Above-ground pedestrian crossings will definitely cause more car congestion along Wilshire Blvd. and the traffic intersections, so I urge you to consider an entrance/exit on the north side for the Purple LIne.

Thank you.
David Kalin (22 year resident of BH)
davekalin@gmail.com

Jessie Holzer

From: Bernice <bkbalson@hotmail.com>
Sent: Sunday, October 6, 2019 4:50 PM
To: NorthPortal
Subject: Beverly Hills Thoughts

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To whom it may concern:

I am a residential property owner in support of the north portal station.
It's important to have metro riders away from the residential south side.

Safety is important and having an underground tunnel to the north portal Will alleviate people having to cross over Wilshire Boulevard.

I also, see the north portal on Beverly Drive which is in close proximity to Rodeo Drive.

The North portal needs to provide restrooms and it's essential to have maximum-security available.

Having a location drop off for riders Uber/Lyft/taxis for a smooth transition to alleviate congestion.

Parking is available at the Montage on Canon Drive and Crescent Drive.

Appreciate your insights in making this transition as positive and user-friendly for the international worldwide mini city that we call home "Beverly Hills"

Thank you

Jessie Holzer

From: Elaina Eller <elaina.eller@gmail.com>
Sent: Monday, October 7, 2019 2:47 PM
To: NorthPortal
Subject: Portal

CAUTION: External Sender
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To Whom it May Concern:

I would like to urge you to support a northern entrance/exit ("North Portal") for the Metro Purple Line at the Wilshire/Rodeo station. A north-side exit will reduce foot traffic on Reeves and the south side of Wilshire, and reduce pedestrian congestion at the traffic intersection as well. As a resident on Reeves Drive, a north-side exit would also relieve pedestrian traffic in residential neighborhoods south of Wilshire.

Thank you for your consideration.

Sincerely
Elaina Eller (40+ year resident of BH)

Jessie Holzer

From: David Mirharooni <david@brickstarcapital.com>
Sent: Monday, October 7, 2019 4:59 PM
To: NorthPortal
Subject: Fwd: REMINDER: Westside Purple Line Rodeo Station North Portal Scoping Period

CAUTION: External Sender
Use caution when clicking links or opening attachments

To Whom It May Concern,

My family has been a stakeholder on North Canon Drive(238-246) since the early 90's. Canon Drive in the last decade has really evolved to become the epicenter of dining in Beverly Hills and will continue to appreciate in the coming years with the newly renovated Penthouse at Mastro's opening in early 2019, the recent signing of Novikov at 257 N. Canon Drive, and a new multi-level restaurant space being delivered in our building in 1Q 2020(we hope to have a lease signed by the date of delivery). Although Canon Drive has been impacted due to the construction of the subway and the closure of the street off Wilshire Blvd, these impacts are not permanent as the subway will one day be complete. However, any removal of a lane or reduction of a sidewalk on Canon Drive will permanently impact the flow of Canon Drive, and we want to prevent such an impact to occur.

The north portal will be a wonderful addition for this section of the subway and will help break barriers of having to "cross Wilshire Blvd". With that being said, the north portal is not worth the expense of removing a lane or reducing the sidewalk on Canon Drive, especially since all of the businesses on Canon Drive will experience the greatest impact(aside from Wilshire) during construction for this section of the subway. We would support the north portal being at Metro's staging yard on Canon/Wilshire which does not require the removal of any public right of way. To a lesser extent, we would support a north portal on Beverly Drive as it has more traffic lanes. Although the staging yard is furthest from the heart of the triangle, the staging yard location does not impact Canon Drive or Beverly Drive's lanes or sidewalks and its still close enough to walk anywhere in the triangle.

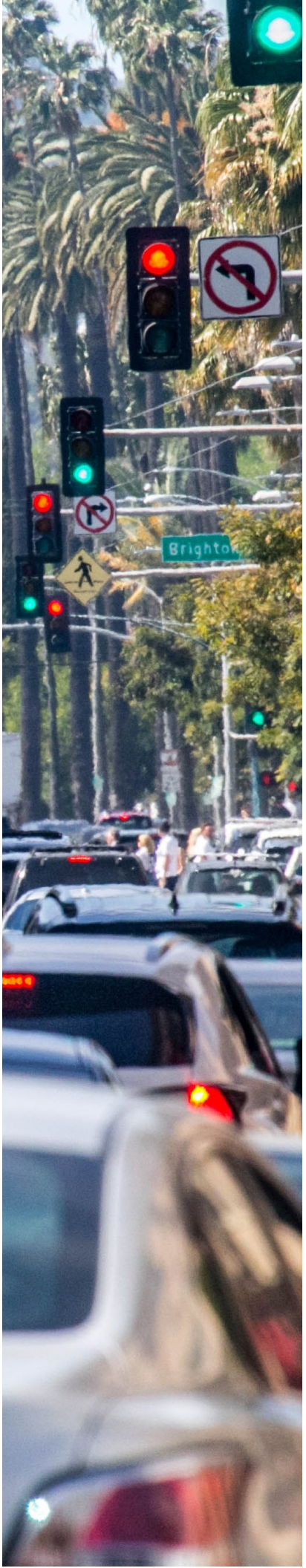
I appreciate your consideration in preventing any future impacts to Canon Drive.

David Mirharooni
E-Crown Holdings, LLC
---------- Forwarded message ---------
From: **NorthPortal** <NorthPortal@beverlyhills.org>
Date: Thu, Oct 3, 2019 at 7:42 PM
Subject: REMINDER: Westside Purple Line Rodeo Station North Portal Scoping Period
To:

Good afternoon,

APPENDIX B

Scoping Notifications



ORIGINAL FILED
SEP 05 2019
LOS ANGELES, COUNTY CLERK

City of Beverly Hills

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

DATE: Thursday, September 19, 2019 **TIME:** 6:00 p.m. to 8:00 p.m.

LOCATION: Municipal Gallery, Beverly Hills City Hall, 2nd Floor, 455 North Rexford Drive, Beverly Hills, CA, 90210

PROJECT: Westside Purple Line Extension Wilshire/Rodeo Station North Portal Project

The City of Beverly Hills (City) is the lead agency in preparing a Draft Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Westside Purple Line Extension Wilshire/Rodeo Station North Portal (proposed project). The Draft EIR will evaluate the potential for environmental impacts resulting from the proposed project and provide mitigation measures where required. The public is invited to attend a public scoping meeting on Thursday, September 19, 2019, at 6:00 p.m. to provide comments on the scope and content of the Draft EIR, including environmental issues that should be addressed in the Draft EIR.

Project Location: The proposed project to be evaluated in the Draft EIR involves the construction of a station entrance and exit to the Purple Line's Wilshire/Rodeo Station on the north side of Wilshire Boulevard, in addition to the currently planned station entrance on the south side of Wilshire Boulevard adjacent to Reeves Drive. The Draft EIR will evaluate three alternative locations all within the City of Beverly Hills adjacent to the future Metro Wilshire/Rodeo Station now under construction as part of the Metro Purple Line Extension (Section 2) Project. The Wilshire/Rodeo Station footprint is located immediately beneath Wilshire Boulevard between South Cañon Drive and El Camino Drive. The location of the proposed project sites and the footprint of each alternative location is shown in Figure 1. Regional access is provided via Interstate 10, located approximately 2.5 miles south of the project sites, and Interstate 405, located approximately 3.15 miles to the west of the project sites.

- The Beverly Drive Alternative would place the north entrance/exit on the west side of N. Beverly Drive, within the existing street right-of-way north of Wilshire Boulevard. The footprint of this alternative would be approximately 9,200 square feet and would extend from its connection to the Wilshire/Rodeo Station at Wilshire Boulevard to approximately 165 feet north along North Beverly Drive.

- The Cañon Drive Alternative would place the north entrance/exit on the west side of Cañon Drive, within the existing street right-of-way north of Wilshire Boulevard. The footprint of this alternative would be approximately 8,100 square feet and would extend from its connection to the Wilshire/Rodeo Station at Wilshire Boulevard to approximately 195 feet north along North Cañon Drive.

- The Cañon Drive Staging Yard Alternative would place the north entrance within Metro's existing construction staging yard that has been established for Section 2 of the Purple Line Extension Project, on the northeast corner of Cañon Drive and Wilshire Boulevard. The footprint of this alternative would be approximately 6,200 square feet and would occupy assessor parcel numbers 4343-005-901 and 4343-005-900.

Source: Google Earth Aerial, 2019

0 100 200 Feet

Wilshire/Rodeo Station (under construction)

North Entrance Alternatives

a. Beverly Drive Alternative
b. Cañon Drive Alternative
c. Cañon Drive Staging Yard Alternative

Figure 1
Location of the Proposed Project

Project Background: The Federal Transit Administration (FTA) and Metro prepared the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Subway Extension Project (now known as the Purple Line Extension Project) in 2010. Upon evaluation of five station entrance alternatives for the Wilshire/Rodeo Station in the Draft EIS/EIR and supporting Alternatives Analysis Study, Metro and the FTA recommended a single preferred entrance for the Wilshire/Rodeo Station. The Final EIS/EIR for the Westside Subway Extension Project certified in May 2012, included the single preferred entrance.

In November 2017, the FTA issued a Supplemental EIS and Section 4(f) Evaluation pursuant to the National Environmental Policy Act (NEPA) for Section 2 of the Purple Line Extension Project, including a Supplemental Record of Decision. The Supplemental EIS stated that the Wilshire/Rodeo Station will be designed with a knockout panel, allowing for the development of a future station entrance on the north side of Wilshire Boulevard. Section 2 of the Purple Line Extension Project is currently under construction and is expected to begin operations in 2025.

The Wilshire/Rodeo Station under construction within the City of Beverly Hills will have only one entrance on the southwest corner of Wilshire Boulevard and Reeves Drive, per the Final EIS/EIR. In 2018, the City approached Metro to provide a secondary entrance/exit on the north side of the Wilshire/Rodeo Station to deliver a convenient northern entrance/exit to the Wilshire/Rodeo Station and improved passenger access within the City.

Purpose and Need for the Project: The purpose of the proposed project is to provide an entrance/exit to the Wilshire/Rodeo Station on the north side of Wilshire Boulevard thereby delivering improved and convenient public access to the Beverly Hills "Golden Triangle", a prime local and regional destination and a key hub for tourism, shopping, and dining experiences. The north portal is expected to improve pedestrian and vehicle access by minimizing pedestrian crossings from the south to north side of Wilshire Boulevard. In addition, the northern side of the Wilshire/Rodeo Station is a major employment center. The City seeks to support commuting workers in this area with a more convenient station entrance and exit. Therefore, the need for the proposed Westside Purple Line Wilshire/Rodeo Station North Portal Project includes the following:

- To provide convenient access to the north for residents and visitors to the City due to high number of jobs and tourist amenities north of Wilshire.
- To improve pedestrian flow by providing more than one entrance/exit to avoid bottlenecks at peak hours.

Project Description: The proposed project would provide a station entrance/exit for the Wilshire/Rodeo Station, on the north side of Wilshire Boulevard to facilitate direct access from the Wilshire/Rodeo Station to the dense commercial and tourism activity center located north of Wilshire Boulevard. Three potential north portal station entrance/exit alternatives are being considered: Beverly Drive Alternative; Cañon Drive Alternative; and Cañon Drive Staging Yard Alternative. Each Alternative would include:

- an aboveground street level entrance/exit;
- a limited intermediate stairway to a landing level; and
- a walkway or concourse level.

The street level would comprise the north portal entrance/exit, including elevator, stairway, and escalator. The intermediate stairway landing level would consist of a landing area serving as a transition between stairways. The walkway or concourse level would consist of an open area with adequate space for passengers to ingress and egress from stairways, escalators, and elevators. The open area would also include a Metro ticket purchasing area followed by a passageway or walkway leading to the fare and turnstile gates and then the Wilshire/Rodeo Station walkway previously approved in the Metro and FTA EIS/EIR and over which the City does not have approval authority. As part of the proposed alternatives, other minor supporting elements or ancillary facilities would also be provided as needed.

Probable Environmental Effects of the Project: An Initial Study has not been completed in preparation of this NOP, as the City has determined an EIR will be prepared. Therefore, all CEQA environmental topics will be discussed and analyzed in the EIR to an appropriate level of detail. However, at this time, the City anticipates vehicular traffic will be impacted during the construction and operation of the Beverly Drive and Cañon Drive Alternatives, as some traffic lanes may need to be closed to accommodate the north portal. In addition, the project may have other construction-related impacts such as noise and air quality impacts.

Purpose of the Scoping Meeting: The purpose of the scoping meeting is to present the preliminary environmental issues identified for inclusion in the Draft EIR to the public, and to provide an opportunity for the public to comment on environmental issues that should be addressed in the Draft EIR. The meeting will include a presentation that describes the proposed project and the environmental issues to analyze in the Draft EIR. Following the presentation, interested agencies, organizations, and members of the public will be invited to present their views concerning what environmental issues should be included in the Draft EIR. All oral and written comments made during the scoping meeting will be recorded. The intent is that the scoping meeting and period will allow the team to gather an inventory of potential environmental effects from agencies and the public that will be considered for inclusion in the Draft EIR.

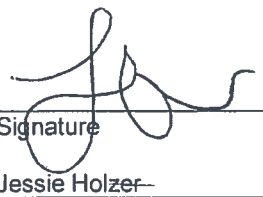
32-Day Comment Period: The City invites all interested members of the public to provide written comments on issues related to potential environmental impacts during a 32-day scoping comment period, which will commence on Thursday, September 5, 2019, and will conclude on Monday, October 7, 2019.

Written comments should be addressed to:

Jessie Holzer, Transportation Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive
Beverly Hills, California, 90210
Email: jholzer@beverlyhills.org

All comments received during scoping will be compiled and put in a scoping report and appended to the Draft EIR. After preparation of the Draft EIR, it will be released for public review and comment. Separate notices advising on the availability of the Draft EIR and details of a public hearing for the proposed project will be released at later dates.

Project information is available for public review at 455 North Rexford Drive, Beverly Hills, California, 90210 and online at www.beverlyhills.org/environmental and www.beverlyhills.org/northportal. If there are any questions regarding this notice, or if you would like to review the project information or receive copies of available documents, please contact Jessie Holzer, Transportation Planner, at (310) 285-1171 or via email at jholzer@beverlyhills.org.



Signature

September 5, 2019
Date

Jessie Holzer
Print Name

Transportation Planner
Title

City of Beverly Hills North Portal Project

Summary

SCH Number	2019090104
Lead Agency	Beverly Hills, City of *(City of Beverly Hills)*
Document Title	City of Beverly Hills North Portal Project
Document Type	NOP - Notice of Preperation
Received	9/5/2019
Project Applicant	City of Beverly Hills
Present Land Use	Two alt sites are public right-of-way/transportation and one alt site is commercial.
Document Description	The proposed project would provide a station entrance/exit for the Wilshire/Rodeo Station, on the north side of Wilshire Boulevard to facilitate direct access from the Wilshire/Rodeo Station to the dense commercial and tourism activity center located north of Wilshire Boulevard. Three potential north portal station entrance/exit alternatives are being considered: Beverly Drive Alternative; Calion Drive Alternative; and Calion Drive Staging Yard Alternative.
Contact Information	Jessie Holzer City of Beverly Hills 455 N Rexford Drive Beverly Hills, CA 90210 Phone : (310) 285-1171

Location

Cities	Beverly Hills
Counties	Los Angeles
Cross Streets	Wilshire Blvd/Beverly Dr to Wilshire Blvd /Crescent Dr
Zip	90210
State Highways	2
Schools	various

Notice of Completion

Review Period Start	9/5/2019
Review Period End	10/4/2019
Development Type	Transportation (Station entrance)
Local Action	Site Plan
Project Issues	Aesthetic/Visual, Air Quality, Archaeologic-Historic, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Geologic/Seismic, Minerals, Noise, Public Services, Recreation/Parks, Schools/Universities, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Water Quality, Water Supply, Growth Inducing, Land Use, Cumulative Effects
Reviewing Agencies	

Air Resources Board, Transportation Projects | California Department of Parks and Recreation | California Highway Patrol | California Public Utilities Commission | Caltrans, District 7 | Department of Fish and Wildlife, Region 5 | Department of Toxic Substances Control | Department of Water Resources | Native American Heritage Commission | Office of Historic Preservation | Regional Water Quality Control Board, Region 4 | Resources Agency

Attachments

Environmental Document

NOP PDF 1447 K

NOC

Letter PDF 229 K

NOC PDF 812 K

Download CSV | New Search

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

The City of Beverly Hills (City) is the lead agency in preparing a Draft Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Westside Purple Line Wilshire/Rodeo Station North Portal (proposed project). The Draft EIR will evaluate the potential for environmental impacts resulting from the proposed project and provide mitigation measures where required. **The public is invited to attend a public scoping meeting on Thursday, September 19, 2019, from 6:00pm to 8:00pm, at the Municipal Gallery, Beverly Hills City Hall, 2nd Floor, 455 North Rexford Drive, Beverly Hills, CA, 90210** to provide comments on the scope and content of the Draft EIR, including environmental issues that should be addressed in the Draft EIR.

Project Location: The proposed project to be evaluated in the Draft EIR involves the construction of a station entrance/exit to the Purple Line's Wilshire/Rodeo Station on the north side of Wilshire Boulevard. The Draft EIR will evaluate three alternative locations within the City of Beverly Hills adjacent to the future Metro Wilshire/Rodeo Station now under construction as part of the Metro Purple Line Extension (Section 2) Project.

Project Description: The proposed project would provide a station entrance/exit for the Wilshire/Rodeo Station, on the north side of Wilshire Boulevard to facilitate direct access from the Wilshire/Rodeo Station to the dense commercial and tourism activity center located north of Wilshire Boulevard. Three potential station entrance/exit alternatives are being considered: Beverly Drive Alternative; Cañon Drive Alternative; and Cañon Drive Staging Yard Alternative. Each Alternative would include an aboveground street level entrance/exit, a limited intermediate stairway landing level, and a walkway or concourse level.

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32-Day Comment Period: The City invites all interested members of the public to provide written comments on issues related to potential environmental impacts during a 32-day scoping comment period, which will commence on Thursday, **September 5, 2019,** and will conclude on **Monday, October 7, 2019.** Written comments should be addressed to: **Jessie Holzer, Transportation Planner, City of Beverly Hills Community Development Department, 455 North Rexford Drive, Beverly Hills, California, 90210, Email: jholzer@beverlyhills.org.**

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NEWS

Beverly Hills Hoshino Reti

By Laura Coleman

Beverly Hills Police Dep
Captain Lincoln Hoshino o
retired yesterday evenin
spending 33 years servi
community in a variety of
ties since first joining the f
1986.

"Captain Hoshino has s
long and distinguished c
said Chief Sandra Spagno
has been instrumental in t
cess of our department a
close connection we hav
our community. We congr
him on his retirement an
him the very best."

After joining BHPD as a
Cadet in 1986, Captain H
was later sworn in that sam
as a police officer on Dec.

Over the course of his
guished career, he st
worked himself up the
from Sergeant to Lieuten
Captain. During his t
Lincoln has worked in th
Unit, as a Field Training C

GOLF IN THE CITY — Y
your golf swing locally in o
Spec Golf has opened its
leader in custom golf club
flagship fitting studio wa
Architecture. The facility i
latest in TrackMan technol
launch monitor, Foresight
fitting, visit *https://www.*
Pictured above (from left)
the Beverly Hills Chambe
Spec Golf; Charles L.
Architecture.

Wildlife Works Beverly Hills

By Laura Coleman

California is home to a be
critters and Beverly Hills
stranger to wildlife sight
However, sometimes the w
creatures are anything b
friend to your pets or the
ronment just outside your h

On Tuesday, Sept. 24, resi
are invited to attend a
Wildlife Workshop sponsore
the Community Develop
Department. Presented by
City Animal Services and

briefs cont. from page 2

east side of La Cienega Boulevard. Phase 2 would be focused on field improvements on both sides of the street.

Additionally, the construction phasing approach allows for the existing community center to remain until the new one is open.

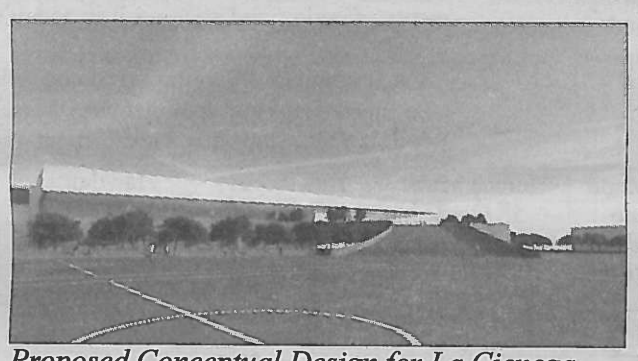
At the fifth level of the renovated recreational center would reside two pools, one intended for family recreation at 50 meters by 25 yards, and one intended solely for fitness at 25 meters and 25 yards.

La Cienega Park Plan

In conjunction with lockers and lifeguard areas, a "modest" kitchen and catering corner was proposed.

The pool would be part of a "stacked facility," sitting on top of a recreation center.

Staff sought feedback and a recommendation from the Commission on the proposed concept design and preliminary construction cost estimate.


Proposed Conceptual Design for La Cienega Park and Recreation Complex fields, pedestrian bridge and recreation complex

"I'm confused about the swimming pool," Commissioner Susan Mishler said. "Will we potentially have two pools in the city open to the public?"

The BHUSD has a plan to potentially add "a separate and distinct pool," according to Community Services Assistant Director Pam Shinault, as part of high school construction, which could be 10 years away.

Currently, the pool at Beverly High is only open to the public through the City's recreation department, according to District Director of Athletics Timothy Ellis.

"No decisions have been made regarding use of school recreation amenities like the pool, if La Cienega' s proposed design is built in the future. [Beverly High] is expected to be under construction for a number of years, with the recreation amenities, like a new pool, constructed later in the construction phases," Shinault said. "Therefore, there may be a number of years before any discussion occurs as to how the City may use a new high school pool in the future"

Architect Steve Johnson said that the pool in La Cienega park would be utilized for community services such as water polo or swim lessons, that would be separate from the pool at Beverly High, which is used primarily by students of the BHUSD.

Next steps following the commission meeting will include conducting a Town Hall meeting where the proposed concept plan and preliminary construction cost estimate will be shared and public input sought. This meeting will be set sometime later in September.

Subsequently, the presentation and public feedback gathered at the town hall, along with the Recreation and Parks Commission recommendations, will be presented to City Council sometime in October or November, where the adoption of the proposed master plan may be sought.

A town hall meeting will be held on the park project on September 25 at 6 p.m.

Commissioner Questions Cost of Parking Lot

A new parking lot proposal for the La Cienega Master Plan Project was brought before the Recreation and Parks Commission last week.

The proposal was presented by Architect Steve Johnson of Architectural Firm Johnson Favaro. Currently in process, the master plan provides a detailing of the redevelopment of the 17-acre La Cienega Park and Recreation Complex. The plan also provides a blueprint for above grade holding 250 vehicles and below grade holding 250 vehicles on both sides of La Cienega Boulevard.

The cost of the parking lot structure is an anticipated $13.4 million, according to the firm's cost estimators.

"That would [total] to $53,500 per space," Commissioner Julian Javor said. "I would expect that cost to include excavation. It seems a bit high."

Johnson said that, according to the cost estimator, the price is relative to square footage rather than space. He also added that this takes into account the cost of support beams, stairs, and other necessities.

"It's not a suburban parking lot structure, it's much more complex than that," Johnson said.

The parking lot will be a flat-floor concept with speed ramps, "which can allow for future uses," Johnson said.

Javor noted that, with the improvement of public transportation and autonomous driving, a need for such a large facility seems "too costly."

The Wilshire/La Cienega Metro station is scheduled to open in 2023 approximately one block north of the park.

Workers Sue Caffe Roma Management Alleging Wage Theft

Caffe Roma

TheBet Tzedek organization and Handley Farah & Anderson filed a lawsuit on behalf of current and former employees of Caffe Roma, alleging that for years the management and its owners have wrongly withheld tips owed to the workers and failed to provide meal and rest breaks required under state law.

Under California's meal break law, if you are a non-exempt worker, you are entitled to a 30-minute uninterrupted, duty-free meal break if you work more than five hours in a workday. You are also entitled to a 10-minute uninterrupted, duty-free rest break for every fours hours you work.

If an employer does not comply wit break law requirements, they are require to pay you one extra hour of regular pa for each day on which a meal break vio lation occurred and another extra hour o regular pay for each day on which a re break violation occurred.

briefs cont. on page

BEVERLY HILLS

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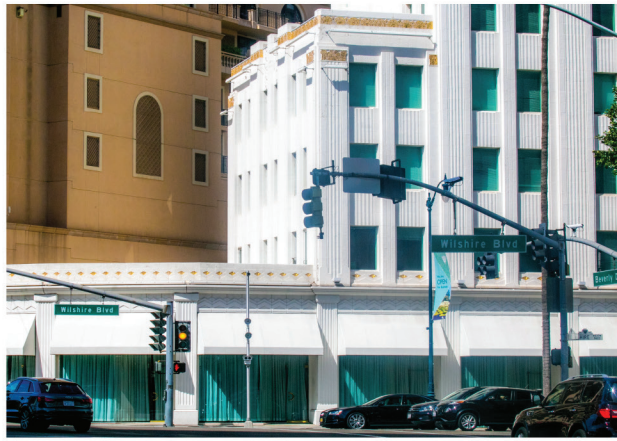
SAVE THE DATE

Thursday, September 19

6:00 pm – 8:00 pm
Municipal Gallery
455 N. Rexford Drive
Beverly Hills, CA 90210

Westside Purple Line Rodeo Station North Portal Scoping Meeting



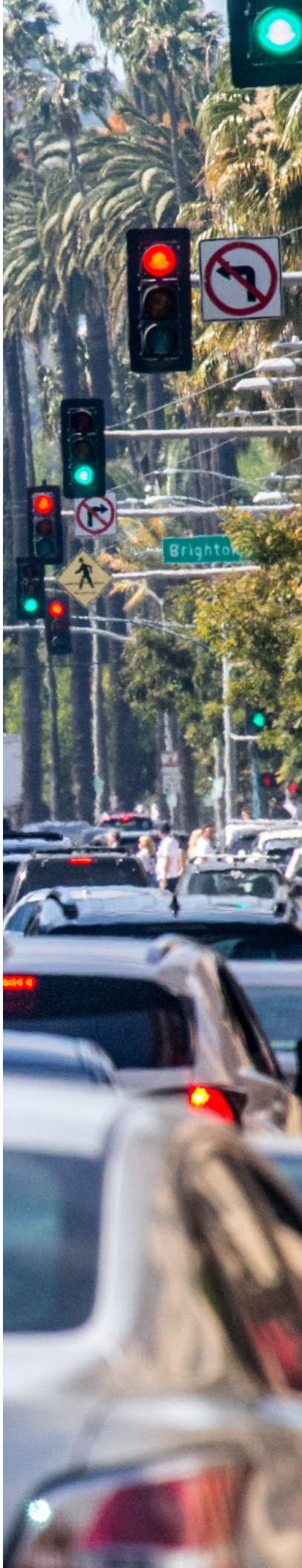
Please join the City of Beverly Hills at this Scoping Meeting to provide public comment on the scope of the environmental review process for the Westside Purple Line Rodeo Station North Portal. The proposed project will look at a secondary north entrance for the Wilshire/Rodeo Station.

www.beverlyhills.org/name

For questions or if you need special assistance to attend this meeting, please contact the Transportation Planning Division at 310-285-1128 or transportation@beverlyhills.org

APPENDIX C

Scoping Meeting Materials

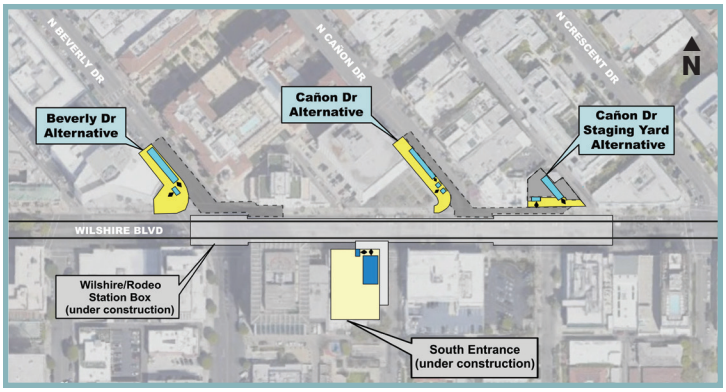


PROJECT INFORMATION

Westside Purple Line Rodeo Station North Portal

PROJECT OVERVIEW

- The City of Beverly Hills is preparing a Draft Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the proposed Westside Purple Line Wilshire/Rodeo Station North Portal Project (proposed project).
- The proposed project would provide a second entrance/exit for the Wilshire/Rodeo station on the north side of Wilshire Boulevard to serve the Business Triangle.
- Three potential station entrance/exit alternatives are being considered:
  - Beverly Drive Alternative
  - Cañon Drive Alternative
  - Cañon Drive Staging Yard Alternative
- Each Alternative would include a street level entrance/exit using a stairway, escalator, and elevator, in addition to an underground walkway to connect to the Wilshire/Rodeo station.



ENVIRONMENTAL IMPACT PROCESS OVERVIEW

Scoping and Project Definition | **Draft EIR** | **Final EIR**

- Issue Notice of Preparation: September 5, 2019
- Conduct 32-Day EIR Scoping Period
- Finalize Project Alternatives and Prepare Draft EIR
- Respond to Comments on Draft EIR and Select Preferred Alternative
- Conduct 45-Day Public Review Period and Hold Public Hearing
- Prepare and Publicly Circulate Final EIR
- City Certifies EIR and Approves Project: Fall 2020

32-DAY EIR SCOPING PERIOD: SEPTEMBER 5–OCTOBER 7, 2019

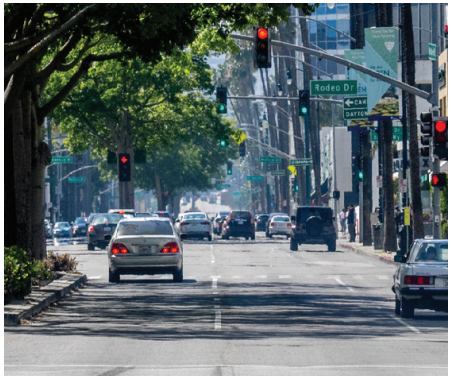
How to Provide Input on the EIR Process

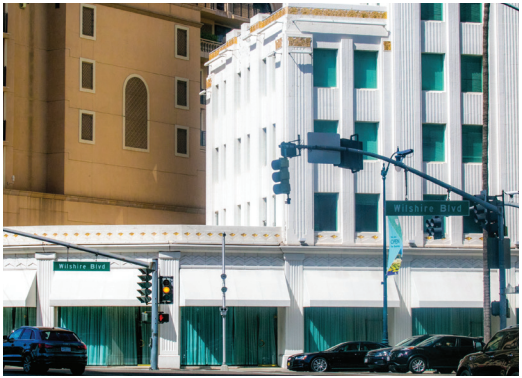
- The City invites all interested members of the public to provide written comments on issues related to potential environmental impacts, project need, and project purpose during a 32-day scoping comment period, beginning on Thursday, September 5, 2019, to Monday, October 7, 2019.
- Using the information obtained through the scoping period, the City will prepare an EIR to analyze the potential environmental impacts of the proposed project alternatives.
- Written comments and project-related questions should be addressed to:

Jessie Holzer, Transportation Planner
City of Beverly Hills Community Development Department
455 North Rexford Drive, Beverly Hills, California, 90210
northportal@beverlyhills.org 310-285-1128
www.beverlyhills.org/environmental
www.beverlyhills.org/northportal

GET INVOLVED

Westside Purple Line
Rodeo Station North Portal
Public Comments





www.beverlyhills.org/northportal

northportal@beverlyhills.org

Submit your comments.

DATE:

☐ Please check this box if you would like to speak during verbal comment at the September 19 Scoping Meeting

NAME

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Submit comments after the scoping meeting via:

Jessie Holzer, Transportation Planner
City of Beverly Hills
Community Development Department
455 North Rexford Drive
Beverly Hills, California, 90210

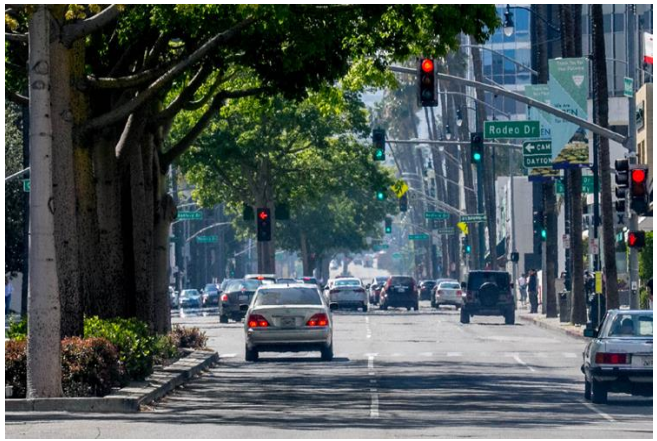
310-285-1128

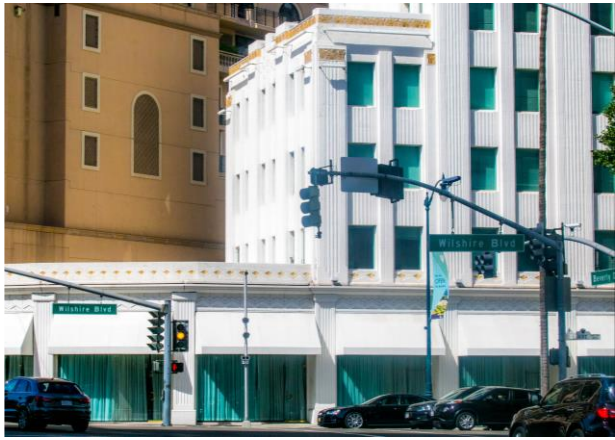
northportal@beverlyhills.org

www.beverlyhills.org/northportal

Comment period is September 5 to October 7, 2019

Westside Purple Line
Rodeo Station North Portal
2019 Public Scoping Meeting





City of Beverly Hills | September 19, 2019

Agenda

- *6:00 – 6:30 pm* *Open House*
- *6:30 – 7:00 pm* *Presentation*
- *7:00 pm* *Verbal Comments*
- *Open House reconvenes after verbal comments*

Presentation Overview

- *Purpose of Public Scoping*
- *Purpose and Need for Project*
- *Environmental Process*
- *Project Area and Alternatives*
- *Next Steps*

Where Are We?

= Formal opportunity for submitting public comments during Environmental Impact Report (EIR) process.

What is Scoping?

- Obtain public and agency input
- Identify purpose of project, goals, and evaluation criteria
- Determine major issues for environmental analysis
- Define alternatives under consideration

How Can You Get Involved?

- Provide comments on environmental issues
- Provide comments on alternatives being studied
- Submit comments at Scoping Meeting or anytime during 32-day public review period

Why is the Project Needed?

Provide a second entrance/exit to the Wilshire/Rodeo Station on the north side of Wilshire Boulevard to serve the Business Triangle.

Overview of Project Goals:

- Provide direct access to jobs, retail, and amenities
- Improve pedestrian flow
- Minimize pedestrian street crossings

What will the EIR study?

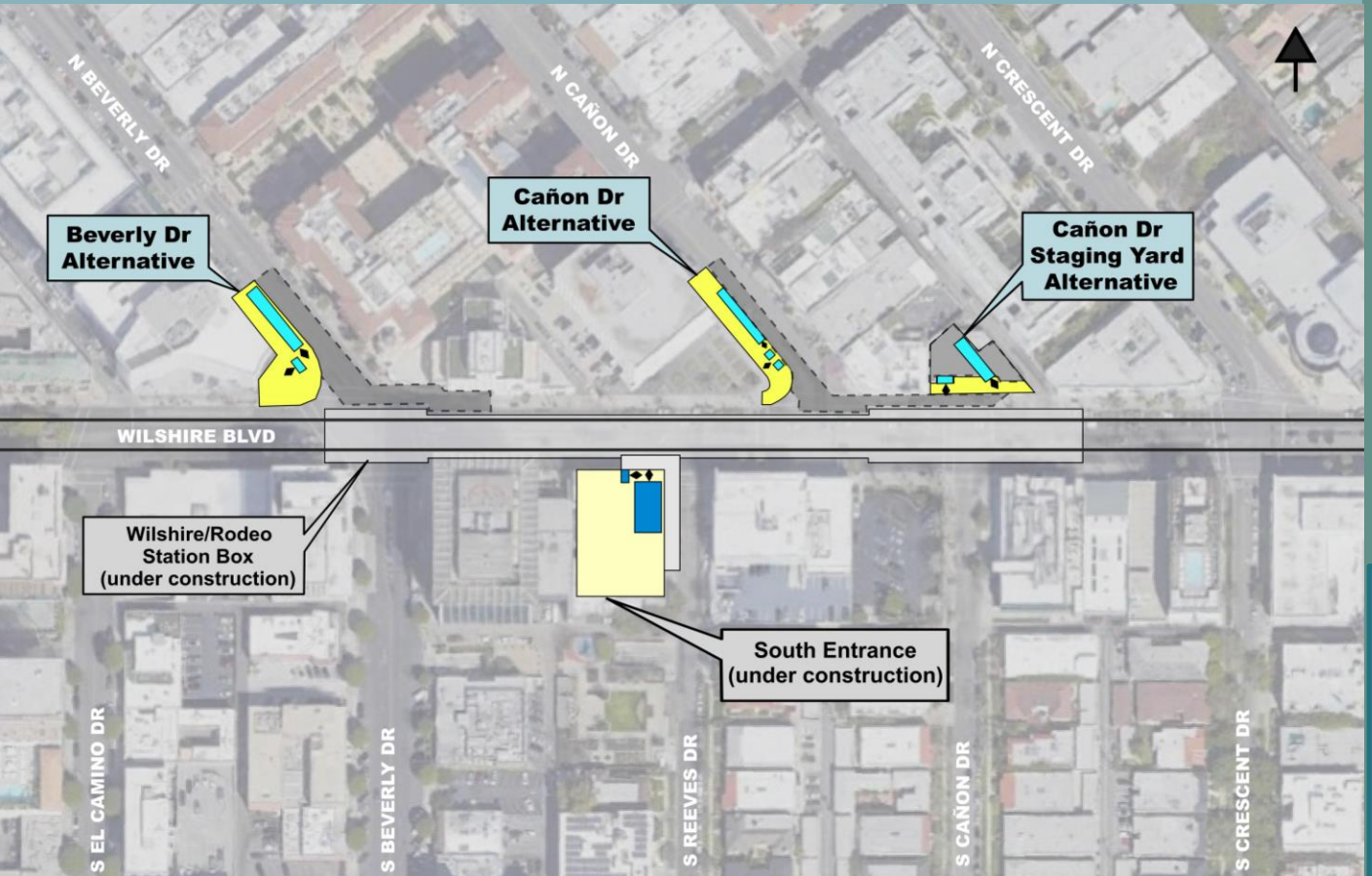
Potential effects of construction and operation, and evaluate measures to avoid, minimize, and mitigate impacts of the project.

Transportation	Noise and Vibration	Economic Impacts
Construction	Visual Quality and Aesthetics	Greenhouse Gas Emissions
Hazardous Materials	Land Use and Neighborhoods	Geology and Soils
Air Quality	Water Resources	Biological Resources
Historic and Archaeological	Other Topics	Tribal Resources

What Else?

Purple Line Overview

North Station Entrance Alternatives



- *Beverly Drive*
- *Cañon Drive*
- *Cañon Drive Staging Yard*

Legend

- Entrance / Exit Point
- Escalator / Elevator / Stairs
- Station Portal / Sidewalk Expansion
- Underground Pedestrian Connection
- South Entrance Escalator / Elevator / Stairs
- South Station Portal
- Station Box

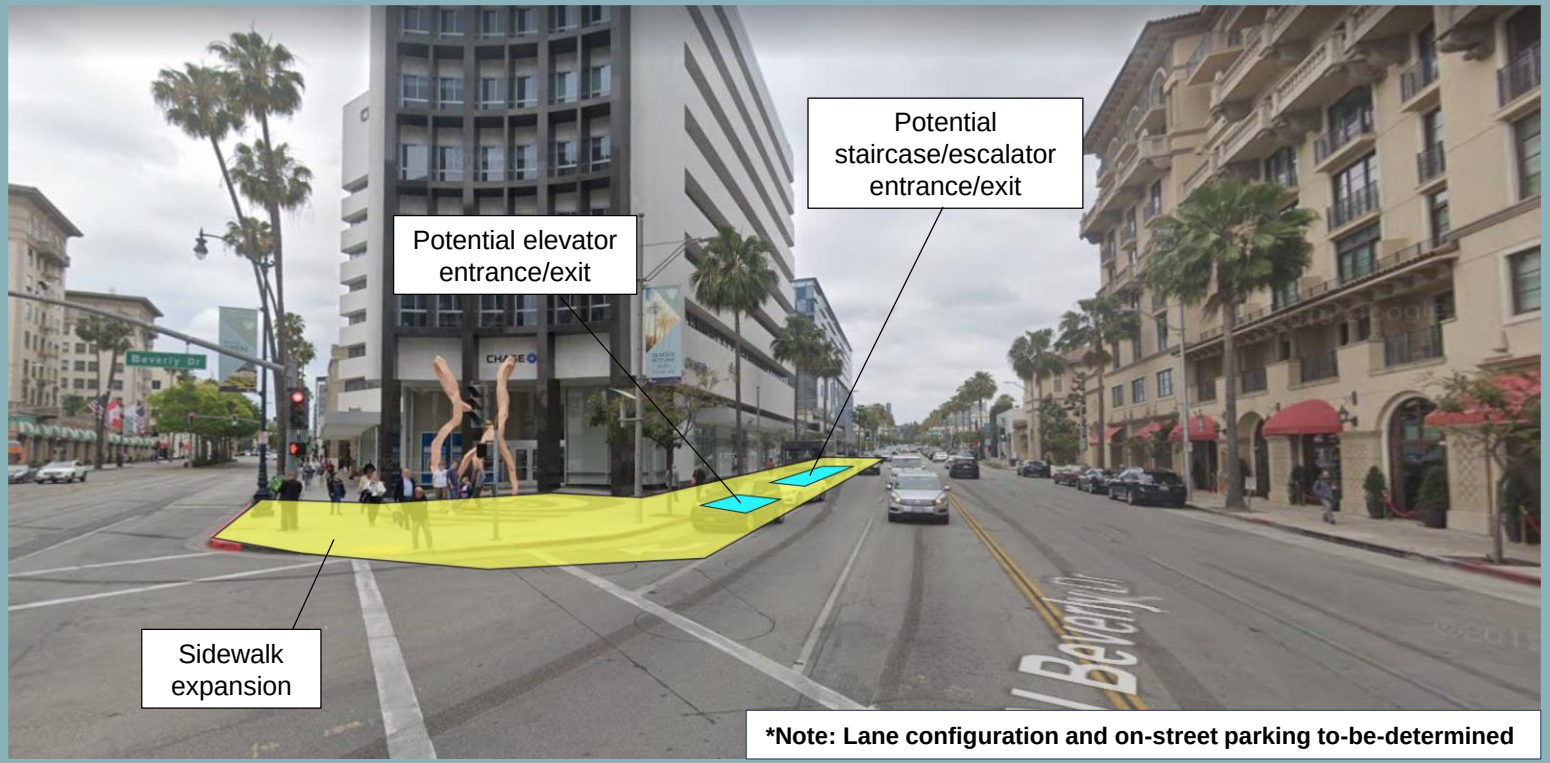
Beverly Drive During Construction

- N Beverly Dr. closed between Wilshire Blvd. and north of Beverly Cañon Gardens
- Wilshire Blvd. north travel lane closed from Sterling Plaza to west of N Beverly Dr. (traffic control approaching closure)
- Parking and driveway access between Sterling Plaza and Beverly Cañon Gardens to be analyzed
- Sidewalk access closed on west side of N Beverly Dr. and adjacent areas on Wilshire Blvd.
- Duration: 2.5 – 3.5 years

Legend

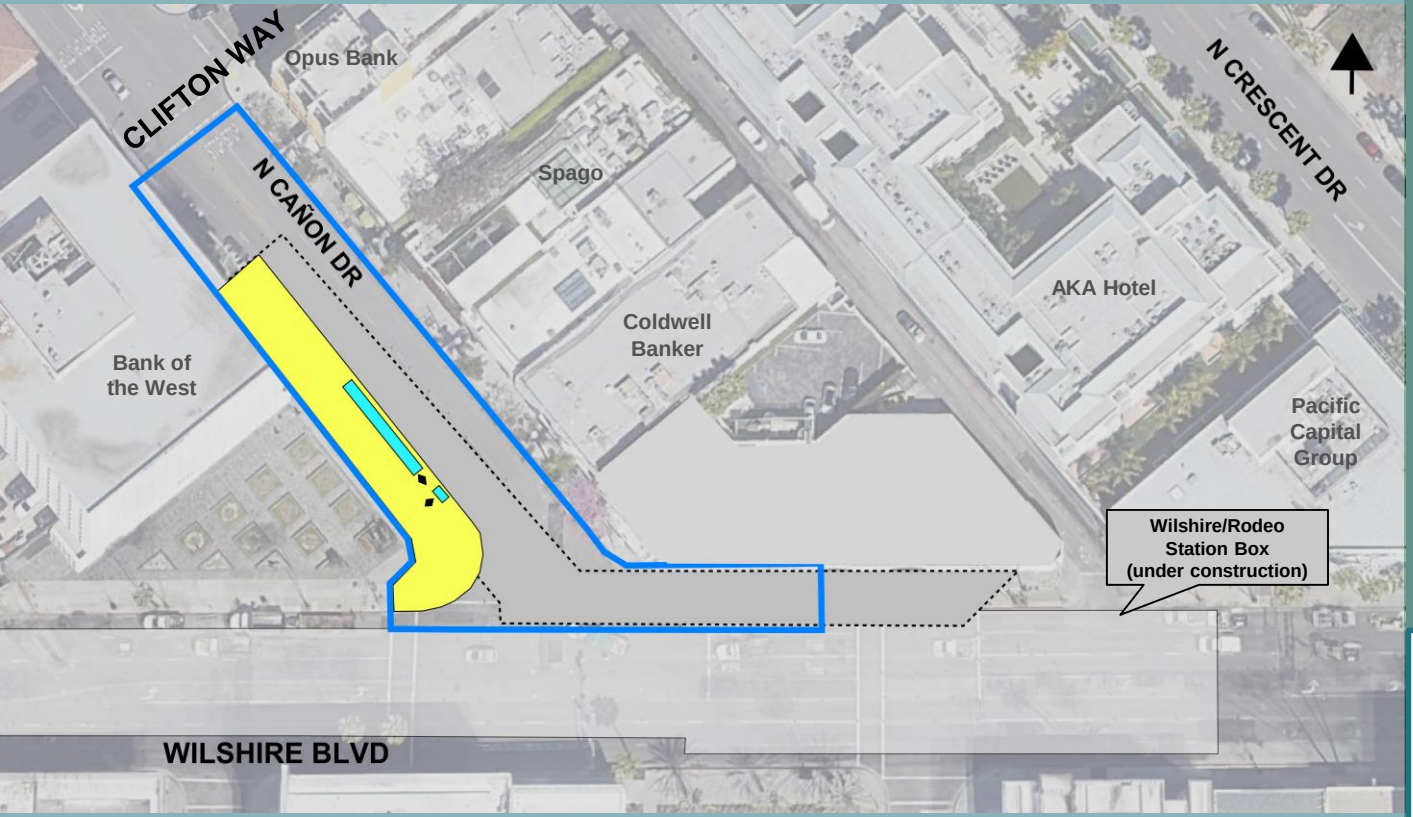
- Street Level Potential Construction Zone
- Entrance / Exit Point
- Escalator / Elevator / Stairs
- Station Portal / Sidewalk Expansion
- Underground Pedestrian Connection
- Station Platform

Beverly Drive
Post-Construction Layout



*Note: Image is not to scale

Cañon Drive During Construction

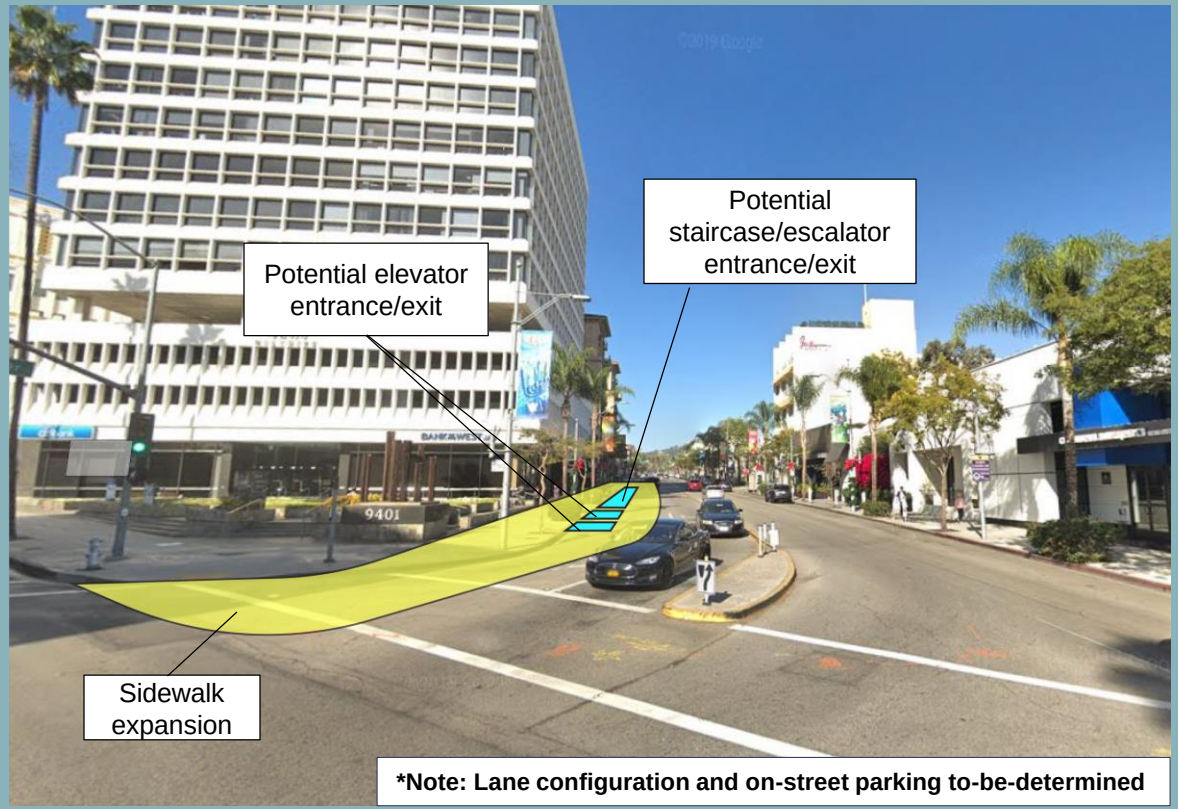


- N Cañon Dr. closed between Clifton Way and Wilshire Blvd.
- Wilshire Blvd. north travel lane closed from Cañon Staging Yard to west of N Cañon Dr.
  (traffic control approaching closure)
- Parking and driveway access between Wilshire Blvd. and Clifton Way to be analyzed
- Valet service locations to be analyzed
- Sidewalk access closed on west side of N Cañon Dr. and adjacent areas on Wilshire Blvd.
- Duration: 2.5 – 3.5 years

Legend

- Street Level Potential Construction Zone
- Entrance / Exit Point
- Escalator / Elevator / Stairs
- Station Portal / Sidewalk Expansion
- Underground Pedestrian Connection
- Station Platform

Cañon Drive
Post-Construction Layout



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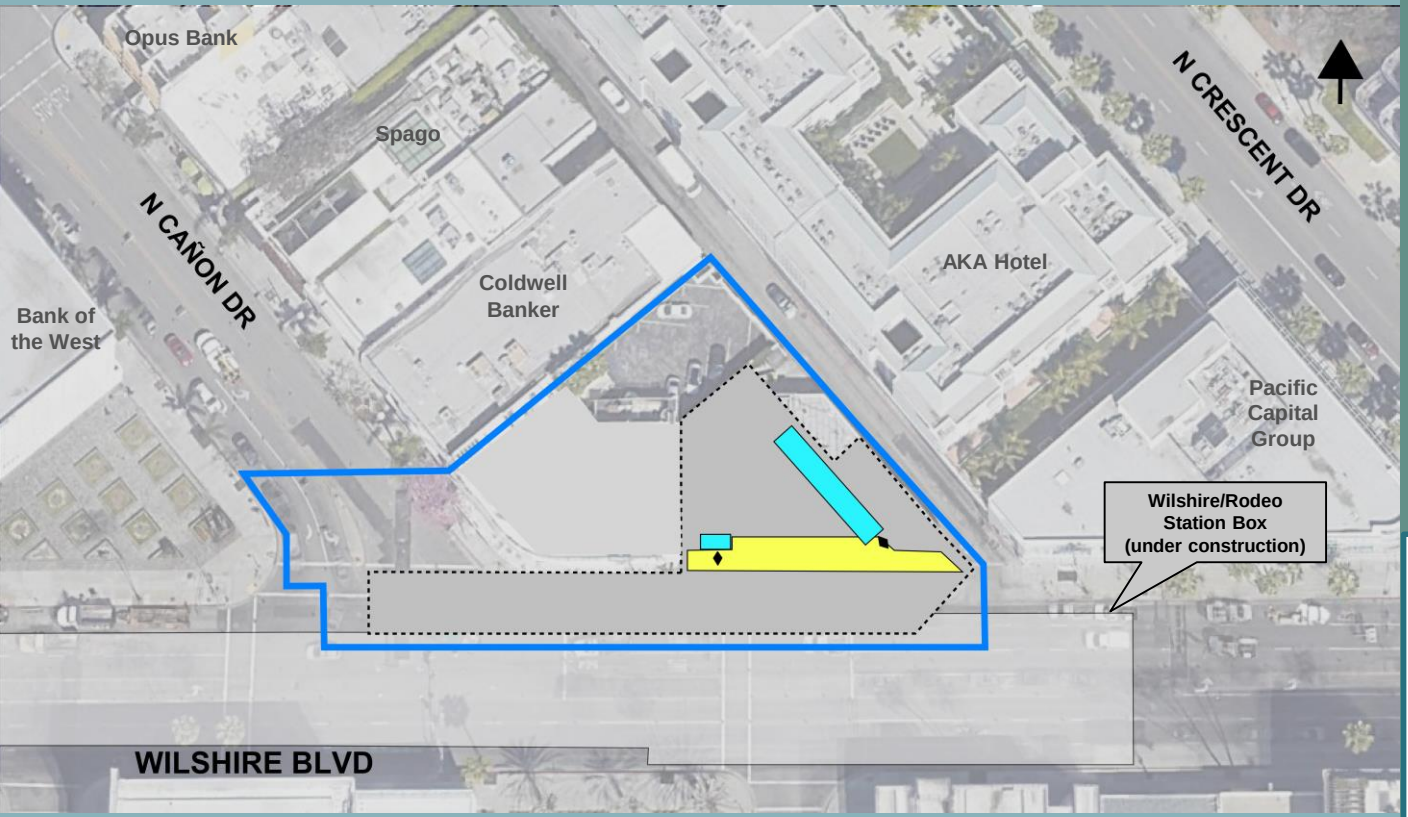
Cañon Drive Staging Yard During Construction

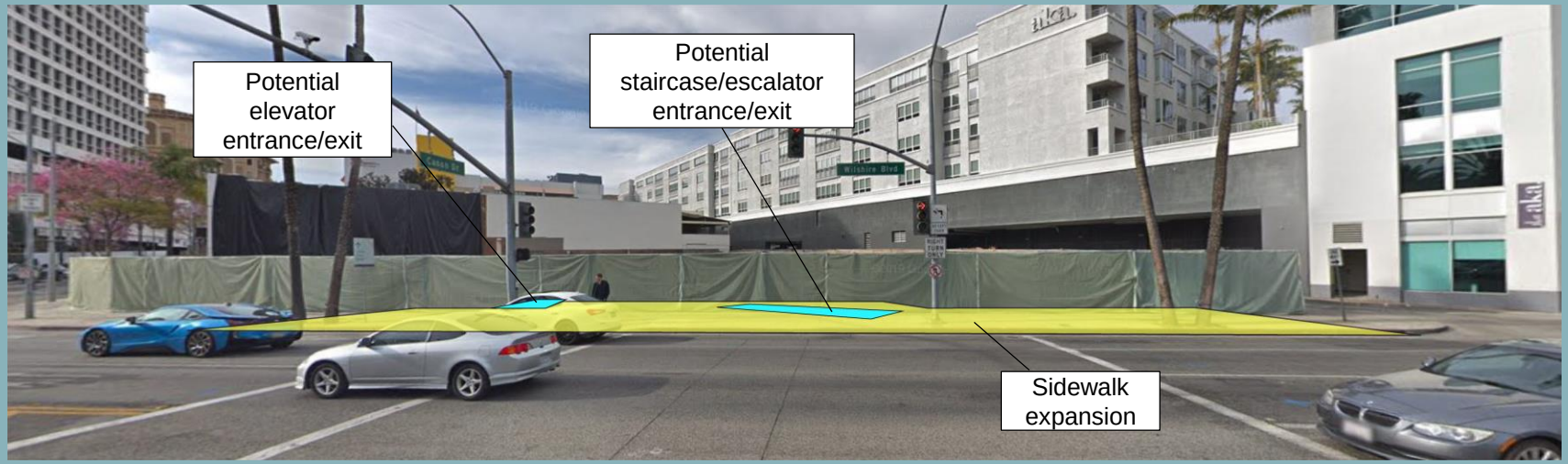


- N Cañon Dr. closed at Wilshire Blvd.
- Wilshire Blvd. north travel lane closed from alleyway to N Cañon Dr. (traffic control approaching closure)
- Sidewalk access closed on north side of Wilshire Blvd. between alleyway and N Cañon Dr.
- No anticipated impacts to alleyway deliveries
- Duration: 2.5 – 3.5 years

Legend

- Street Level Potential Construction Zone
- Entrance / Exit Point
- Escalator / Elevator / Stairs
- Station Portal / Sidewalk Expansion
- Underground Pedestrian Connection
- Station Platform

Cañon Staging Yard
Post-Construction Layout



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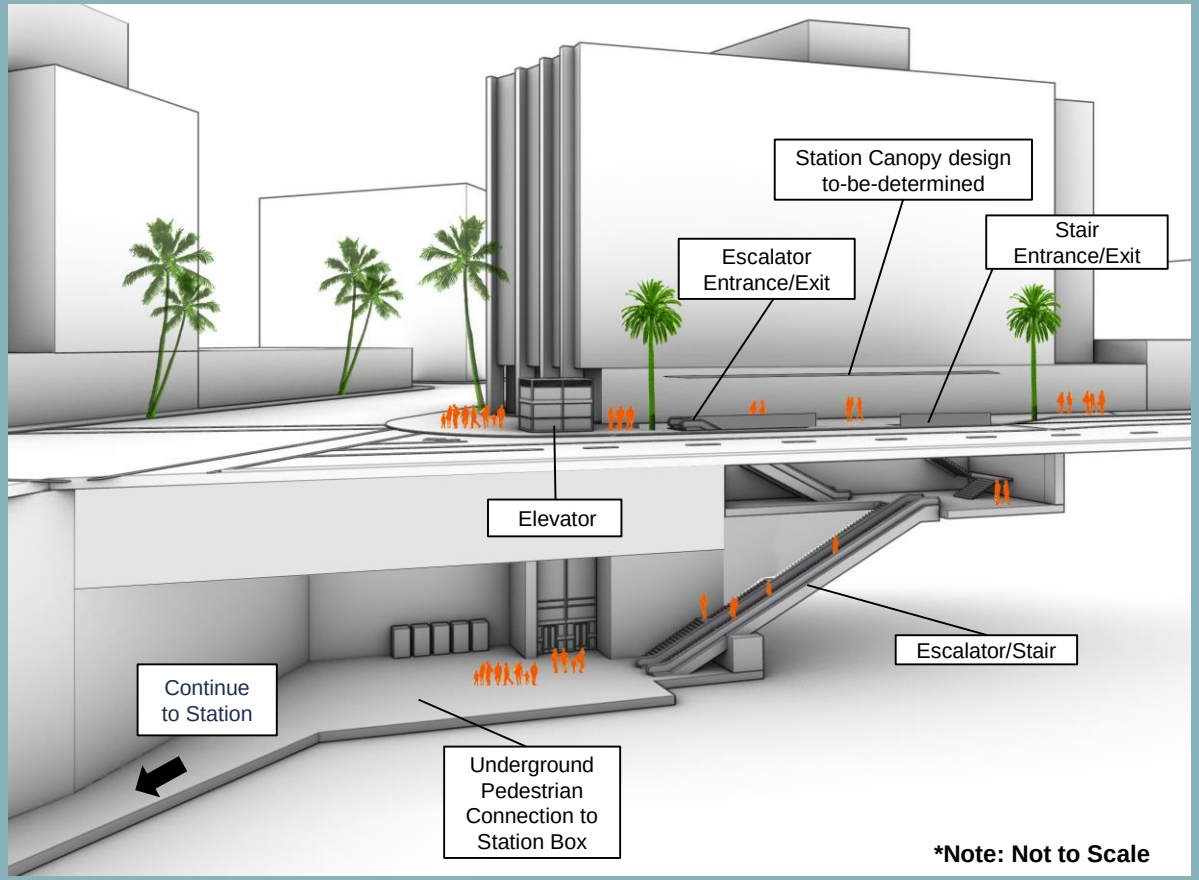
Conceptual Station Example



Submit Scoping Comments

> Comment period:
September 5 – October 7, 2019

> Submit your comments at public scoping meeting:

- Verbal comments
  - Court reporter
- Written comment card

> Submit comments after scoping meeting via:

Jessie Holzer
Project Manager
City of Beverly Hills
455 North Rexford Drive
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northportal@beverlyhills.org

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What are the Next Steps?

- Issue Notice of Preparation (9/5/2019)
- Conduct 32-Day Scoping Period
- Finalize Project Alternatives and Prepare Draft EIR

- Conduct 45-Day Public Review Period and Hold Public Hearing
- Respond to Comments on Draft EIR and Select Preferred Alternative

- Prepare and Publicly Circulate Final EIR
- City Certifies and Approves Project

We are now accepting verbal comments…

APPENDIX B
List of Related Projects

CITY OF BEVERLY HILLS CUMULATIVE PROJECTS LIST

#	ADDRESS	PROJECT NAME & DESCRIPTION	EXISTING USE	PROPOSED USE	STATUS	ITE CODE*	SIZE	UNITS	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	WKEND PK IN	WKEND PK OUT	WKEND TOTAL	ADT TOTAL	Notes	1 Application Under Review	2 Entitlement Approved	3 In Plan Check	4 Permits Issued and/or Under Construction	5 Completed (Operational, C of O Issued)	6 Inactive (No Final Action)	7 Withdrawn, Expired, or Denied	Changes to List (Last Update Oct 2019)
ACTIVE PROJECTS																			NOTE FOR ALL: *ITE Codes from 8th or 10th Edition are used for projects under review. Does not preclude use of ITE rates from other editions for purposes of environmental assessment.								
1	**100 N. Crescent Dr.**	Zone Text Amendment, General Plan Amendment, and Planned Development Permit request to create a new Entertainment Office Planned Development Overlay Zone (E-O-PD-2) to allow renovations to existing building (add two stories). Requires Environmental Impact Report.	2,550 SF Screening Room, 103,535 SF Commercial Office	Commercial Office: 4,330 SF of restaurant, 2,489 SF of screening room, 154,336 SF of office; 465 parking spaces	1	Office (N/A)	50.74	KSF	45	4	48	17	61	79	N/A	N/A	N/A	598										
						932	4.33	KSF	26	21	47	26	17	43	N/A	N/A	N/A	551										
2	**250 N. Crescent Dr.**	Development Plan Review, Density Bonus Permit, and Tentative Map request to construct a new 4-story, 8-unit condominium building with 1 very low income affordable unit, and development incentives for density, height, reduced modulation, reduced side setback, and reduced parking requirements.	Vacant Lot	Multi-Family Residential: 7 Condo Units, 1 Affordable Rental Unit, 12,400 SF residential uses; 14 parking spaces	4	230	8.000	DU	1	3	4	3	1	4	2	2	4	46	Building Permit BS1728510									
3	**55 N. La Cienega Blvd.**	General Plan Amendment, Overlay Zone for Mixed-Use Hotel Project, including hotel, restaurant, and market uses.	13,500 SF Restaurant (The Stinking Rose)	200 Hotel Rooms; ancillary restaurant (3,346 SF), market/eatery (9,566 SF) and retail uses (656 SF) and assembly use	1	310	200	Rooms	58	47	105	71	52	123	82	64	146	1634	Change in number of hotel rooms proposed from 169 to 200									
						820	656	SF	5	4	9	11	12	23	17	16	33	29										
						931	-588	SF	3	1	4	4	2	6	4	3	7	53										
4	**154-168 N. La Peer Dr.**	Tentative Tract Map, Development Plan Review, and R-4 Permit request to allow construction of a new condominium building.	Multi-Family Residential (3 buildings) - 6 units	Multi-Family Residential: 16 Condo Units, 39,084 SF residential uses; 59 parking spaces	3	230	16.000	DU	5	2	7	6	2	8	5	3	8	93	Building Permit BS1727584 - submitted for revisions to plans									
5	**140 S. Lasky Drive**	Development Plan Review, Conditional Use Permit, Open Air Dining, and Extended Hours Permit for new 4-story hotel with 66 rooms, restaurant, and rooftop uses.	3-story hotel - 14,625 SF, 44 rooms (Occ.)	4-story hotel - 36,760-SF with 66 rooms, 1,845 SF restaurant (898 SF indoor, and 947 SF outdoor), and rooftop uses (roof deck and pool deck), and 3 levels of subterranean parking with 94 spaces.	2	310	22.000	Rooms	9	7	16	8	8	16	Not Available	Not Available	20	197										
						931	1.845	TSF	7	2	9	10	6	16	12	8	20	155										
6	**457 N. Oakhurst Dr.**	Tentative Tract Map, R-4 Permit, and Variance request (setbacks and parking) for a new condominium building.	2-story, 2-unit building (vacant)	6-unit, 5-story condominium building	1	221 (Mid-rise)	6.000	unit	1	2	3	2	1	3	2	2	4	33	For reference only; existing land use for low rise.									

CITY OF BEVERLY HILLS CUMULATIVE PROJECTS LIST

7	**9212 Olympic Blvd.**	Etco Homes: Conditional Use Permit and Minor Accommodation request to allow a new 3-story office building in the C-3T-2 Zone.	Surface Parking Lot associated with adjacent Auto Dealer (not a part)	Commercial Office with Retail/Restaurant: 6,900 SF of Retail/Restaurant (with a max. of 1,000 SF of bar and dining area), 13,344 SF of Commercial Office; 58 parking spaces	4	710	13.300	TSF	18	2	20	4	16	20	3	2	5	146	Building Permit BS1627342
						933	1.000	TSF	35	28	63	27	25	52	28	26	54	716	
						814	4.700	TSF	15	17	32	14	10	24	12	12	24	206	
8	**9120 Olympic Blvd.**	Harkem Hillel: Conditional Use Permit to allow the renovation and expansion of an educational facility.	54,262 SF (educational facility) (occ.)	Total new floor area: 80,719 SF (net increase of 26,457 SF)	1	534 (Private K-8)	26.457	TSF	169	138	307	85	88	173	Not Available	Not Available	Not Available	Not Available	Minor changes to existing/proposed project data
9	**9230 Olympic Blvd**	Zone Text Amendment, Conditional Use Permit to allow use of semi-automated parking for required parking, a CUP for increased height/density in the C3T2 Zone, Minor Accommodation for additional alley-adjacent opening	Approx. 7,573 SF Commercial (Office)	18,163 SF Commercial: 1,359 SF Restaurant and 16,804 SF of Office	1	931 (Quality Restaurant)	1.359	TSF	5	2	7	7	5	12	9	6	15	114	
						710 (Gen. Office Bldg.)	16.804	TSF	21	5	26	7	19	26	3	3	6	230	
10	**425 N. Palm Dr.**	Cloud Condos: Zone Text Amendment, Development Plan Review, and R-4 Permit request to allow a new 5-story, 20-unit condiminium building. Current project to change design of the building, and addition of 6,000 SF (10% of 55,000 SF); tract map for condominiums.	Multi-Family Residential (3 buildings) - 18 Units	Multi-Family Residential: 20 Multi-Family Residential Units - Approx. 64,000 Total; 62 parking spaces	4	230	20.000	DU	2	7	9	7	4	11	5	3	8	110	Building Permit BS1828088 Issued on 10/24/2019

CITY OF BEVERLY HILLS CUMULATIVE PROJECTS LIST

11	**340 S. Rexford**	Vesting Tentative Parcel Map, Development Plan Review, Variance, and R-4 Permit for a new 3-Unit Condo Building	Vacant Lot	3-Unit Condominium Building	3	232	3.000	DU	6	25	31	11	7	18	13	17	30	235	Plan Check - BS1906955
12	**370 N. Rodeo Dr.**	Cartier: Development Plan Review and In-Lieu Parking request for a new 3-story commercial building.	9,587 SF Commercial (Retail)	Commercial (Retail): 15,250 SF of Retail Use (net increase of 5,663 SF)	2	814	5.663	KSF	19	21	40	16	13	29	58	58	116	251	
13	**400-408 N. Rodeo Dr.**	Chanel: Development Plan Review & Conditional Use Permit for construction of new retail building with rooftop uses and mechanical lift parking.	28,128 SF Commercial (Retail) (12,864 SF at 400 Rodeo and 15,264 SF at 408 Rodeo)	29,767 SF Commercial (Retail)	2	876 (Apparel Store)	1.639	TSF	5	4	9	4	4	8	5	5	10	109	Used Sunday average for Wkend
14	**9220 N. Santa Monica Blvd.**	Beverly Hills Creative Offices Project: a specific plan proposal for 11 creative office buildings and underground parking on a 2.2 acre parcel located on N. Santa Monica Boulevard. (Lots 12 and 13)	Vacant	11 Office buildings totaling 114,202 SF, and an underground parking garage with 133,900 SF and 316 parking spaces	1	714 (Coporate Headquarters Building)	114.202	TSF	190	6	196	40	171	211	4	2	6	1501	
15	**9900-9908 S. Santa Monica Blvd.**	Zone Change request to change from commercial to mixed use zoning, including changes to height, FAR, and setbacks.	Vacant Lot (Friar's Club)	Mixed-Use Multi-Family and Commercial: 13,616 SF of Commercial, 27 Condo Units	2	230	27.000	DU	4	8	12	10	4	14	6	7	13	157	
						814	13.616	KSF	45	49	94	39	30	69	287	287	574	604	
16	**8600 Wilshire Blvd.**	General Plan Amendment, Zoning Code Amendment for an Overlay Zone, Zoning Map Amendment, Vesting Tentative Tract Map, Planned Development Permit, and Development Agreement request to allow a new mixed-use multi-family and commercial building.	Vacant Lot and Commercial Building	Mixed-Use Multi-family and Commercial: 6,355 SF Retail; 18 Units; 3,412 SF Public Use; 82 parking spaces*	4	230	21.000	DU	1	8	9	7	4	11	5	5	10	123	*Note - applicant has submitted an application to amend the existing Development Agreement to allow affordable units to be rented (rather than sold), with no change to unit size.
						820E	4.800	TSF	15	10	25	41	44	84	63	58	120	944	
						820R	2.500	TSF	-2	-1	-3	-5	-5	-9	-6	-6	-12	-107	

CITY OF BEVERLY HILLS CUMULATIVE PROJECTS LIST

17	**8633 Wilshire**	Development Plan Review for new three-story commercial building with subterranean parking and rooftop uses	Commercial building (restaurant)	25,562 SF Commercial Office; 76 parking spaces	1	710 (Gen. Office Bldg.)	25.562	TSF	32	6	38	8	32	40	4	5	9	380	Minor changes to existing/proposed project data
18	**9000 Wilshire Blvd.**	Development Plan Review request for a new 3-story office building with rooftop lunchroom.	4,820 SF Commercial (Retail) and Surface Parking Lot	Commercial Office: 31,702 SF Commercial Office; 91 parking spaces	3	710	31.700	TSF	13	2	15	3	12	15	2	1	3	105	Plan Check - BS1907604
19	**9111 Wilshire Blvd.**	Gibraltar Square: Conditional Use Permit and Historic Incentive Permit to convert a bank/office building to a hotel with ancillary uses, and to deviate from certain development standards (parking and loading).	112,400 SF	No change to floor area.Change in use from Office Building (710) to Hotel (310)	2	Office Building (710)	112.400	TSF	146	20	166	29	131	160	33	28	61	1095	
						Hotel	154.000	Room	45	39	84	55	40	95	62	49	104	1288	
20	**9145 Wilshire Blvd.**	Conditional Use Permit, Historic Incentive Permit, & Extended Hours Permit for a religious institution and pre-school	8,269 SF Commercial (Bank/Office - now vacant); 15 parking spaces	8,269 SF religious institution; 16 parking spaces	4	560	8.269	TSF	3	3	6	5	3	8	40 (Sun.)	43 (Sun.)	83	58 (Weekday)	Building Permit BS1903915 - Issued on 2/3/2020
21	**9200 Wilshire Blvd.**	Zone Text Amendment and Planned Development Permit to amend the approved Planned Development Permit and Overlay Zone to allow a 6-story mixed-use project with 90 residential units and ground floor commercial uses.	Vacant Lot	Mixed-Use Multi-family and Commercial: 54 Multi-Family Residential Units, 14,000 SF Commercial; 321 parking spaces	4	230	53.000	DU	4	20	23	19	9	28	13	12	25	311	Phase 1 (subterranean garage and podium construction) permit (BS1903497) issued - on 10/2/2019
						820E	8.400	TSF	22	14	35	59	63	122	90	83	173	1357	Phase 2 (above podium construction) permit (BS1825705) issued on 10/2/2019
						931	5.600	TSF	2	2	5	28	14	42	36	25	61	504	
22	**9900 Wilshire Blvd.**	One Beverly Hills: General Plan Amendment, Specific Plan Designation, Specific Plan, Vesting Tentative Tract Map, Development Plan Review, and Development Agreement request to allow two new Mixed-Use Condominium buildings with commercial uses, and luxury public gardens.	Vacant (Former Robinson's May Site)	Mixed-Use (Condominium and Commercial): 193 Condo Units with 134 Rooms, 16,057 SF of Restaurant/Retail, 7,942 SF of Ballrooms/Conference Rooms, 18,826 SF of Ancillary Uses, 1,140 parking spaces	3	310	134.000	RMS	47	38	85	56	43	99	187	167	352	1195	Building permits for completed plan check were not utilized.
						232	193.000	DU	13	52	65	45	28	73	23	41	64	806	
						820R-1	18.400	TSF	11	7	18	33	36	69	30	28	58	772	
						932-1	14.200	TSF	65	14	79	80	48	128	90	63	153	1263	

APPENDIX C
Air Quality, GHG, & Energy Modeling Outputs

Beverly Hills North Portal Project (Beverly Drive)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.21	9,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Beverly Hills North Portal Project (Beverly Drive) - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - Lot acreage accounts for 9,200 sq. ft. project footprint.

Construction Phase - Assumes an average construction duration of 3 years. Construction subphasing based on App E Construction Methods, General Sequence of Construction Activities.

Off-road Equipment - Other construction equipment to account for jackhammers.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Pneumatic tools assumed to be powered by generator/air compressor. Some equipment assumed to require overnight work.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Grading - Assumes all excavated material es exported (26,055 CY). Material imported (9,650 CY) includes material during building construction and backfill.

Trips and VMT - Assumes 16 workers during excavation phase. Default workers for other phases. Assumes 12 daily vendor trips during BC, 2 vendor trips and 12 daily haul trucks during excavation phase.

Architectural Coating -

Energy Use - Assumes lighting energy consumption to be 19.3% of typical station consumption. Percentage based on project footprint.

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
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tblConstructionPhase	NumDays	100.00	133.00
tblConstructionPhase	NumDays	10.00	262.00
tblConstructionPhase	NumDays	2.00	436.00
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	PhaseEndDate	6/22/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	6/8/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	1/14/2022	1/3/2023
tblConstructionPhase	PhaseEndDate	1/19/2022	8/1/2024
tblConstructionPhase	PhaseEndDate	6/15/2022	1/1/2025
tblConstructionPhase	PhaseStartDate	6/16/2022	7/1/2024

tblConstructionPhase	PhaseStartDate	1/20/2022	7/1/2024
tblConstructionPhase	PhaseStartDate	1/18/2022	12/1/2022
tblConstructionPhase	PhaseStartDate	6/9/2022	7/1/2024
tblEnergyUse	LightingElect	0.00	1.08
tblGrading	MaterialExported	0.00	26,055.00
tblGrading	MaterialImported	0.00	9,650.00
tblLandUse	LandUseSquareFeet	0.00	9,200.00
tblLandUse	LotAcreage	0.00	0.21
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00

tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	HaulingTripNumber	4,463.00	10,464.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	2.00	24.00
tblTripsAndVMT	WorkerTripNumber	8.00	32.00

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					
2022	0.2064	1.9604	2.2717	3.8800e-003	0.0934	0.0987	0.1922	0.0233	0.0924	0.1157	0.0000	342.2021	342.2021	0.0808	0.0000	344.2215
2023	0.1329	1.5492	1.2686	5.5100e-003	0.1319	0.0411	0.1731	0.0348	0.0379	0.0727	0.0000	510.8988	510.8988	0.0926	0.0000	513.2140
2024	0.3801	3.0640	3.4344	8.8200e-003	0.1331	0.1191	0.2522	0.0348	0.1138	0.1486	0.0000	786.0447	786.0447	0.1311	0.0000	789.3228
2025	2.2000e-003	0.0155	0.0204	4.0000e-005	2.0000e-004	6.4000e-004	8.4000e-004	6.0000e-005	6.1000e-004	6.7000e-004	0.0000	3.6759	3.6759	5.7000e-004	0.0000	3.6902
Maximum	**0.3801**	**3.0640**	**3.4344**	**8.8200e-003**	**0.1331**	**0.1191**	**0.2522**	**0.0348**	**0.1138**	**0.1486**	**0.0000**	**786.0447**	**786.0447**	**0.1311**	**0.0000**	**789.3228**

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					
2022	0.2064	1.9604	2.2717	3.8800e-003	0.0923	0.0987	0.1910	0.0232	0.0924	0.1156	0.0000	342.2017	342.2017	0.0808	0.0000	344.2212
2023	0.1329	1.5492	1.2686	5.5100e-003	0.1308	0.0411	0.1720	0.0347	0.0379	0.0725	0.0000	510.8985	510.8985	0.0926	0.0000	513.2137
2024	0.3801	3.0640	3.4344	8.8200e-003	0.1320	0.1191	0.2511	0.0346	0.1138	0.1485	0.0000	786.0441	786.0441	0.1311	0.0000	789.3221
2025	2.2000e-003	0.0155	0.0204	4.0000e-005	2.0000e-004	6.4000e-004	8.4000e-004	6.0000e-005	6.1000e-004	6.7000e-004	0.0000	3.6758	3.6758	5.7000e-004	0.0000	3.6902
Maximum	**0.3801**	**3.0640**	**3.4344**	**8.8200e-003**	**0.1320**	**0.1191**	**0.2511**	**0.0347**	**0.1138**	**0.1485**	**0.0000**	**786.0441**	**786.0441**	**0.1311**	**0.0000**	**789.3221**

	ROG	NOx	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**	**0.93**	**0.00**	**0.54**	**0.55**	**0.00**	**0.15**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	0.4924	0.4924
2	**4-3-2022**	**7-2-2022**	0.4975	0.4975
3	**7-3-2022**	**10-2-2022**	0.5030	0.5030
4	**10-3-2022**	**1-2-2023**	0.6874	0.6874
5	**1-3-2023**	**4-2-2023**	0.4154	0.4154
6	**4-3-2023**	**7-2-2023**	0.4133	0.4133
7	**7-3-2023**	**10-2-2023**	0.4178	0.4178
8	**10-3-2023**	**1-2-2024**	0.4190	0.4190

9	**1-3-2024**	**4-2-2024**	0.3931	0.3931
10	**4-3-2024**	**7-2-2024**	0.4186	0.4186
11	**7-3-2024**	**10-2-2024**	1.3766	1.3766
12	**10-3-2024**	**1-2-2025**	1.2334	1.2334
		Highest	1.3766	1.3766

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0375	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1537	3.1537	1.3000e-004	3.0000e-005	3.1650
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0375**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.1537**	**3.1537**	**1.3000e-004**	**3.0000e-005**	**3.1650**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0375	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1537	3.1537	1.3000e-004	3.0000e-005	3.1650
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0375**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.1537**	**3.1537**	**1.3000e-004**	**3.0000e-005**	**3.1650**

	ROG	NOx	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	1/3/2022	1/3/2023	5	262	
2	Grading	Grading	12/1/2022	8/1/2024	5	436	
3	Building Construction	Building Construction	7/1/2024	1/1/2025	5	133	
4	Paving	Paving	7/1/2024	1/1/2025	5	133	
5	Architectural Coating	Architectural Coating	7/1/2024	1/1/2025	5	133	

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: 13,800; Non-Residential Outdoor: 4,600; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Beverly Hills North Portal Project (Beverly Drive) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Other Construction Equipment	2	8.00	172	0.42
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Cranes	1	8.00	231	0.29
Building Construction	Pumps	0	0.00	84	0.74
Building Construction	Pumps	1	16.00	84	0.74
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Generator Sets	1	16.00	84	0.74
Building Construction	Air Compressors	1	16.00	78	0.48
Building Construction	Sweepers/Scrubbers	1	16.00	64	0.46
Building Construction	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	32.00	4.00	10,464.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	24.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1871	1.7918	2.1035	3.2300e-003		0.0947	0.0947		0.0887	0.0887	0.0000	282.0752	282.0752	0.0724	0.0000	283.8861
Total	**0.1871**	**1.7918**	**2.1035**	**3.2300e-003**		**0.0947**	**0.0947**		**0.0887**	**0.0887**	**0.0000**	**282.0752**	**282.0752**	**0.0724**	**0.0000**	**283.8861**

3.2 Demolition - 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	6.8200e-003	5.1100e-003	0.0589	1.8000e-004	0.0185	1.5000e-004	0.0187	4.9200e-003	1.4000e-004	5.0500e-003	0.0000	16.1252	16.1252	4.4000e-004	0.0000	16.1363
Total	**6.8200e-003**	**5.1100e-003**	**0.0589**	**1.8000e-004**	**0.0185**	**1.5000e-004**	**0.0187**	**4.9200e-003**	**1.4000e-004**	**5.0500e-003**	**0.0000**	**16.1252**	**16.1252**	**4.4000e-004**	**0.0000**	**16.1363**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1871	1.7917	2.1035	3.2300e-003		0.0947	0.0947		0.0887	0.0887	0.0000	282.0748	282.0748	0.0724	0.0000	283.8857
Total	**0.1871**	**1.7917**	**2.1035**	**3.2300e-003**		**0.0947**	**0.0947**		**0.0887**	**0.0887**	**0.0000**	**282.0748**	**282.0748**	**0.0724**	**0.0000**	**283.8857**

3.2 Demolition - 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	6.8200e-003	5.1100e-003	0.0589	1.8000e-004	0.0185	1.5000e-004	0.0187	4.9200e-003	1.4000e-004	5.0500e-003	0.0000	16.1252	16.1252	4.4000e-004	0.0000	16.1363
Total	**6.8200e-003**	**5.1100e-003**	**0.0589**	**1.8000e-004**	**0.0185**	**1.5000e-004**	**0.0187**	**4.9200e-003**	**1.4000e-004**	**5.0500e-003**	**0.0000**	**16.1252**	**16.1252**	**4.4000e-004**	**0.0000**	**16.1363**

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.3300e-003	0.0125	0.0161	2.0000e-005		6.4000e-004	6.4000e-004		6.0000e-004	6.0000e-004	0.0000	2.1703	2.1703	5.5000e-004	0.0000	2.1842
Total	**1.3300e-003**	**0.0125**	**0.0161**	**2.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.0000e-004**	**6.0000e-004**	**0.0000**	**2.1703**	**2.1703**	**5.5000e-004**	**0.0000**	**2.1842**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	4.2000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1195	0.1195	0.0000	0.0000	0.1196
Total	**5.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1195**	**0.1195**	**0.0000**	**0.0000**	**0.1196**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3300e-003	0.0125	0.0161	2.0000e-005		6.4000e-004	6.4000e-004		6.0000e-004	6.0000e-004	0.0000	2.1703	2.1703	5.5000e-004	0.0000	2.1842
Total	**1.3300e-003**	**0.0125**	**0.0161**	**2.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.0000e-004**	**6.0000e-004**	**0.0000**	**2.1703**	**2.1703**	**5.5000e-004**	**0.0000**	**2.1842**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	4.2000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1195	0.1195	0.0000	0.0000	0.1196
Total	**5.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1195**	**0.1195**	**0.0000**	**0.0000**	**0.1196**

3.3 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					2.0200e-003	0.0000	2.0200e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7900e-003	0.0905	0.0791	2.2000e-004		3.6600e-003	3.6600e-003		3.3600e-003	3.3600e-003	0.0000	19.6827	19.6827	6.3700e-003	0.0000	19.8419
Total	**8.7900e-003**	**0.0905**	**0.0791**	**2.2000e-004**	**2.0200e-003**	**3.6600e-003**	**5.6800e-003**	**3.1000e-004**	**3.3600e-003**	**3.6700e-003**	**0.0000**	**19.6827**	**19.6827**	**6.3700e-003**	**0.0000**	**19.8419**

3.3 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	2.1200e-003	0.0678	0.0169	2.0000e-004	0.0687	1.9000e-004	0.0689	0.0170	1.8000e-004	0.0172	0.0000	19.8853	19.8853	1.3800e-003	0.0000	19.9197
Vendor	1.3000e-004	4.1300e-003	1.1100e-003	1.0000e-005	2.8000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0751	1.0751	6.0000e-005	0.0000	1.0767
Worker	1.4200e-003	1.0700e-003	0.0123	4.0000e-005	3.8600e-003	3.0000e-005	3.8900e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.3586	3.3586	9.0000e-005	0.0000	3.3609
Total	**3.6700e-003**	**0.0730**	**0.0302**	**2.5000e-004**	**0.0729**	**2.3000e-004**	**0.0731**	**0.0181**	**2.2000e-004**	**0.0183**	**0.0000**	**24.3190**	**24.3190**	**1.5300e-003**	**0.0000**	**24.3573**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.1000e-004	0.0000	9.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7900e-003	0.0905	0.0791	2.2000e-004		3.6600e-003	3.6600e-003		3.3600e-003	3.3600e-003	0.0000	19.6827	19.6827	6.3700e-003	0.0000	19.8418
Total	**8.7900e-003**	**0.0905**	**0.0791**	**2.2000e-004**	**9.1000e-004**	**3.6600e-003**	**4.5700e-003**	**1.4000e-004**	**3.3600e-003**	**3.5000e-003**	**0.0000**	**19.6827**	**19.6827**	**6.3700e-003**	**0.0000**	**19.8418**

3.3 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	2.1200e-003	0.0678	0.0169	2.0000e-004	0.0687	1.9000e-004	0.0689	0.0170	1.8000e-004	0.0172	0.0000	19.8853	19.8853	1.3800e-003	0.0000	19.9197
Vendor	1.3000e-004	4.1300e-003	1.1100e-003	1.0000e-005	2.8000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0751	1.0751	6.0000e-005	0.0000	1.0767
Worker	1.4200e-003	1.0700e-003	0.0123	4.0000e-005	3.8600e-003	3.0000e-005	3.8900e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.3586	3.3586	9.0000e-005	0.0000	3.3609
Total	**3.6700e-003**	**0.0730**	**0.0302**	**2.5000e-004**	**0.0729**	**2.3000e-004**	**0.0731**	**0.0181**	**2.2000e-004**	**0.0183**	**0.0000**	**24.3190**	**24.3190**	**1.5300e-003**	**0.0000**	**24.3573**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.0200e-003	0.0000	2.0200e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0982	0.9625	0.9263	2.6500e-003		0.0392	0.0392		0.0360	0.0360	0.0000	232.8405	232.8405	0.0753	0.0000	234.7231
Total	**0.0982**	**0.9625**	**0.9263**	**2.6500e-003**	**2.0200e-003**	**0.0392**	**0.0412**	**3.1000e-004**	**0.0360**	**0.0363**	**0.0000**	**232.8405**	**232.8405**	**0.0753**	**0.0000**	**234.7231**

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0164	0.5259	0.1807	2.2800e-003	0.0809	9.4000e-004	0.0819	0.0214	9.0000e-004	0.0223	0.0000	225.2207	225.2207	0.0151	0.0000	225.5979
Vendor	1.1300e-003	0.0368	0.0118	1.3000e-004	3.2800e-003	4.0000e-005	3.3200e-003	9.5000e-004	4.0000e-005	9.9000e-004	0.0000	12.3075	12.3075	6.7000e-004	0.0000	12.3243
Worker	0.0158	0.0114	0.1333	4.2000e-004	0.0456	3.5000e-004	0.0459	0.0121	3.3000e-004	0.0124	0.0000	38.2404	38.2404	9.8000e-004	0.0000	38.2650
Total	**0.0333**	**0.5742**	**0.3258**	**2.8300e-003**	**0.1298**	**1.3300e-003**	**0.1311**	**0.0345**	**1.2700e-003**	**0.0358**	**0.0000**	**275.7685**	**275.7685**	**0.0167**	**0.0000**	**276.1872**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.1000e-004	0.0000	9.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0982	0.9625	0.9263	2.6500e-003		0.0392	0.0392		0.0360	0.0360	0.0000	232.8402	232.8402	0.0753	0.0000	234.7228
Total	**0.0982**	**0.9625**	**0.9263**	**2.6500e-003**	**9.1000e-004**	**0.0392**	**0.0401**	**1.4000e-004**	**0.0360**	**0.0362**	**0.0000**	**232.8402**	**232.8402**	**0.0753**	**0.0000**	**234.7228**

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0164	0.5259	0.1807	2.2800e-003	0.0809	9.4000e-004	0.0819	0.0214	9.0000e-004	0.0223	0.0000	225.2207	225.2207	0.0151	0.0000	225.5979
Vendor	1.1300e-003	0.0368	0.0118	1.3000e-004	3.2800e-003	4.0000e-005	3.3200e-003	9.5000e-004	4.0000e-005	9.9000e-004	0.0000	12.3075	12.3075	6.7000e-004	0.0000	12.3243
Worker	0.0158	0.0114	0.1333	4.2000e-004	0.0456	3.5000e-004	0.0459	0.0121	3.3000e-004	0.0124	0.0000	38.2404	38.2404	9.8000e-004	0.0000	38.2650
Total	**0.0333**	**0.5742**	**0.3258**	**2.8300e-003**	**0.1298**	**1.3300e-003**	**0.1311**	**0.0345**	**1.2700e-003**	**0.0358**	**0.0000**	**275.7685**	**275.7685**	**0.0167**	**0.0000**	**276.1872**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.0200e-003	0.0000	2.0200e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0556	0.5242	0.5450	1.5700e-003		0.0214	0.0214		0.0197	0.0197	0.0000	138.0604	138.0604	0.0447	0.0000	139.1767
Total	**0.0556**	**0.5242**	**0.5450**	**1.5700e-003**	**2.0200e-003**	**0.0214**	**0.0234**	**3.1000e-004**	**0.0197**	**0.0200**	**0.0000**	**138.0604**	**138.0604**	**0.0447**	**0.0000**	**139.1767**

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.7400e-003	0.3094	0.1081	1.3400e-003	0.0755	5.5000e-004	0.0761	0.0195	5.3000e-004	0.0200	0.0000	132.7998	132.7998	8.9400e-003	0.0000	133.0231
Vendor	6.5000e-004	0.0217	6.7800e-003	7.0000e-005	1.9400e-003	3.0000e-005	1.9700e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	7.2608	7.2608	3.9000e-004	0.0000	7.2706
Worker	8.8500e-003	6.1500e-003	0.0735	2.4000e-004	0.0270	2.1000e-004	0.0272	7.1700e-003	1.9000e-004	7.3600e-003	0.0000	21.9478	21.9478	5.3000e-004	0.0000	21.9611
Total	**0.0192**	**0.3373**	**0.1884**	**1.6500e-003**	**0.1044**	**7.9000e-004**	**0.1052**	**0.0272**	**7.4000e-004**	**0.0279**	**0.0000**	**162.0083**	**162.0083**	**9.8600e-003**	**0.0000**	**162.2548**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.1000e-004	0.0000	9.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0556	0.5242	0.5450	1.5700e-003		0.0214	0.0214		0.0197	0.0197	0.0000	138.0603	138.0603	0.0447	0.0000	139.1766
Total	**0.0556**	**0.5242**	**0.5450**	**1.5700e-003**	**9.1000e-004**	**0.0214**	**0.0223**	**1.4000e-004**	**0.0197**	**0.0198**	**0.0000**	**138.0603**	**138.0603**	**0.0447**	**0.0000**	**139.1766**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.7400e-003	0.3094	0.1081	1.3400e-003	0.0755	5.5000e-004	0.0761	0.0195	5.3000e-004	0.0200	0.0000	132.7998	132.7998	8.9400e-003	0.0000	133.0231
Vendor	6.5000e-004	0.0217	6.7800e-003	7.0000e-005	1.9400e-003	3.0000e-005	1.9700e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	7.2608	7.2608	3.9000e-004	0.0000	7.2706
Worker	8.8500e-003	6.1500e-003	0.0735	2.4000e-004	0.0270	2.1000e-004	0.0272	7.1700e-003	1.9000e-004	7.3600e-003	0.0000	21.9478	21.9478	5.3000e-004	0.0000	21.9611
Total	**0.0192**	**0.3373**	**0.1884**	**1.6500e-003**	**0.1044**	**7.9000e-004**	**0.1052**	**0.0272**	**7.4000e-004**	**0.0279**	**0.0000**	**162.0083**	**162.0083**	**9.8600e-003**	**0.0000**	**162.2548**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2032	1.6613	2.0373	4.1100e-003		0.0766	0.0766		0.0742	0.0742	0.0000	356.2180	356.2180	0.0553	0.0000	357.5991
Total	**0.2032**	**1.6613**	**2.0373**	**4.1100e-003**		**0.0766**	**0.0766**		**0.0742**	**0.0742**	**0.0000**	**356.2180**	**356.2180**	**0.0553**	**0.0000**	**357.5991**

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3400e-003	0.1118	0.0349	3.8000e-004	9.9800e-003	1.3000e-004	0.0101	2.8800e-003	1.2000e-004	3.0000e-003	0.0000	37.3411	37.3411	2.0100e-003	0.0000	37.3915
Worker	9.5000e-004	6.6000e-004	7.8800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.3516	2.3516	6.0000e-005	0.0000	2.3530
Total	**4.2900e-003**	**0.1125**	**0.0428**	**4.1000e-004**	**0.0129**	**1.5000e-004**	**0.0130**	**3.6500e-003**	**1.4000e-004**	**3.7900e-003**	**0.0000**	**39.6927**	**39.6927**	**2.0700e-003**	**0.0000**	**39.7444**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2032	1.6613	2.0373	4.1100e-003		0.0766	0.0766		0.0742	0.0742	0.0000	356.2176	356.2176	0.0553	0.0000	357.5987
Total	**0.2032**	**1.6613**	**2.0373**	**4.1100e-003**		**0.0766**	**0.0766**		**0.0742**	**0.0742**	**0.0000**	**356.2176**	**356.2176**	**0.0553**	**0.0000**	**357.5987**

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.3400e-003	0.1118	0.0349	3.8000e-004	9.9800e-003	1.3000e-004	0.0101	2.8800e-003	1.2000e-004	3.0000e-003	0.0000	37.3411	37.3411	2.0100e-003	0.0000	37.3915
Worker	9.5000e-004	6.6000e-004	7.8800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.3516	2.3516	6.0000e-005	0.0000	2.3530
Total	**4.2900e-003**	**0.1125**	**0.0428**	**4.1000e-004**	**0.0129**	**1.5000e-004**	**0.0130**	**3.6500e-003**	**1.4000e-004**	**3.7900e-003**	**0.0000**	**39.6927**	**39.6927**	**2.0700e-003**	**0.0000**	**39.7444**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4500e-003	0.0116	0.0154	3.0000e-005		5.0000e-004	5.0000e-004		4.8000e-004	4.8000e-004	0.0000	2.6983	2.6983	4.1000e-004	0.0000	2.7087
Total	**1.4500e-003**	**0.0116**	**0.0154**	**3.0000e-005**		**5.0000e-004**	**5.0000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**2.6983**	**2.6983**	**4.1000e-004**	**0.0000**	**2.7087**

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	8.4000e-004	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2814	0.2814	2.0000e-005	0.0000	0.2817
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0171	0.0171	0.0000	0.0000	0.0171
Total	**3.0000e-005**	**8.4000e-004**	**3.2000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2985**	**0.2985**	**2.0000e-005**	**0.0000**	**0.2989**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4500e-003	0.0116	0.0154	3.0000e-005		5.0000e-004	5.0000e-004		4.8000e-004	4.8000e-004	0.0000	2.6983	2.6983	4.1000e-004	0.0000	2.7087
Total	**1.4500e-003**	**0.0116**	**0.0154**	**3.0000e-005**		**5.0000e-004**	**5.0000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**2.6983**	**2.6983**	**4.1000e-004**	**0.0000**	**2.7087**

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	8.4000e-004	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2814	0.2814	2.0000e-005	0.0000	0.2817
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0171	0.0171	0.0000	0.0000	0.0171
Total	**3.0000e-005**	**8.4000e-004**	**3.2000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2985**	**0.2985**	**2.0000e-005**	**0.0000**	**0.2989**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0390	0.3452	0.4641	7.4000e-004		0.0160	0.0160		0.0150	0.0150	0.0000	62.0440	62.0440	0.0181	0.0000	62.4958
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0390**	**0.3452**	**0.4641**	**7.4000e-004**		**0.0160**	**0.0160**		**0.0150**	**0.0150**	**0.0000**	**62.0440**	**62.0440**	**0.0181**	**0.0000**	**62.4958**

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2700e-003	2.9600e-003	0.0355	1.2000e-004	0.0130	1.0000e-004	0.0131	3.4600e-003	9.0000e-005	3.5500e-003	0.0000	10.5820	10.5820	2.6000e-004	0.0000	10.5884
Total	**4.2700e-003**	**2.9600e-003**	**0.0355**	**1.2000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4600e-003**	**9.0000e-005**	**3.5500e-003**	**0.0000**	**10.5820**	**10.5820**	**2.6000e-004**	**0.0000**	**10.5884**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0390	0.3452	0.4641	7.4000e-004		0.0160	0.0160		0.0150	0.0150	0.0000	62.0439	62.0439	0.0181	0.0000	62.4958
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0390**	**0.3452**	**0.4641**	**7.4000e-004**		**0.0160**	**0.0160**		**0.0150**	**0.0150**	**0.0000**	**62.0439**	**62.0439**	**0.0181**	**0.0000**	**62.4958**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2700e-003	2.9600e-003	0.0355	1.2000e-004	0.0130	1.0000e-004	0.0131	3.4600e-003	9.0000e-005	3.5500e-003	0.0000	10.5820	10.5820	2.6000e-004	0.0000	10.5884
Total	**4.2700e-003**	**2.9600e-003**	**0.0355**	**1.2000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4600e-003**	**9.0000e-005**	**3.5500e-003**	**0.0000**	**10.5820**	**10.5820**	**2.6000e-004**	**0.0000**	**10.5884**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-004	2.4600e-003	3.5100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4700	0.4700	1.4000e-004	0.0000	0.4735
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8000e-004**	**2.4600e-003**	**3.5100e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**0.4700**	**0.4700**	**1.4000e-004**	**0.0000**	**0.4735**

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.5000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0771	0.0771	0.0000	0.0000	0.0771
Total	**3.0000e-005**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0771**	**0.0771**	**0.0000**	**0.0000**	**0.0771**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-004	2.4600e-003	3.5100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4700	0.4700	1.4000e-004	0.0000	0.4735
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8000e-004**	**2.4600e-003**	**3.5100e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**0.4700**	**0.4700**	**1.4000e-004**	**0.0000**	**0.4735**

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.5000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0771	0.0771	0.0000	0.0000	0.0771
Total	**3.0000e-005**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0771**	**0.0771**	**0.0000**	**0.0000**	**0.0771**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0423					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0119	0.0804	0.1195	2.0000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	16.8515	16.8515	9.5000e-004	0.0000	16.8752
Total	**0.0543**	**0.0804**	**0.1195**	**2.0000e-004**		**4.0200e-003**	**4.0200e-003**		**4.0200e-003**	**4.0200e-003**	**0.0000**	**16.8515**	**16.8515**	**9.5000e-004**	**0.0000**	**16.8752**

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.9700e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.5879	0.5879	1.0000e-005	0.0000	0.5882
Total	**2.4000e-004**	**1.6000e-004**	**1.9700e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.5879**	**0.5879**	**1.0000e-005**	**0.0000**	**0.5882**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0423					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0119	0.0804	0.1195	2.0000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	16.8515	16.8515	9.5000e-004	0.0000	16.8752
Total	**0.0543**	**0.0804**	**0.1195**	**2.0000e-004**		**4.0200e-003**	**4.0200e-003**		**4.0200e-003**	**4.0200e-003**	**0.0000**	**16.8515**	**16.8515**	**9.5000e-004**	**0.0000**	**16.8752**

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.9700e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.5879	0.5879	1.0000e-005	0.0000	0.5882
Total	**2.4000e-004**	**1.6000e-004**	**1.9700e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.5879**	**0.5879**	**1.0000e-005**	**0.0000**	**0.5882**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-005	5.7000e-004	9.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1278
Total	**4.1000e-004**	**5.7000e-004**	**9.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1278**

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	4.2800e-003	4.2800e-003	0.0000	0.0000	4.2800e-003
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.2800e-003**	**4.2800e-003**	**0.0000**	**0.0000**	**4.2800e-003**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-005	5.7000e-004	9.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1278
Total	**4.1000e-004**	**5.7000e-004**	**9.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1278**

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	4.2800e-003	4.2800e-003	0.0000	0.0000	4.2800e-003
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.2800e-003**	**4.2800e-003**	**0.0000**	**0.0000**	**4.2800e-003**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.544210	0.044379	0.208611	0.117175	0.014456	0.006301	0.020907	0.032661	0.002589	0.001903	0.005267	0.000705	0.000834

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3.1537	3.1537	1.3000e-004	3.0000e-005	3.1650
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3.1537	3.1537	1.3000e-004	3.0000e-005	3.1650
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	9897.99	3.1537	1.3000e-004	3.0000e-005	3.1650
Total		**3.1537**	**1.3000e-004**	**3.0000e-005**	**3.1650**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	9897.99	3.1537	1.3000e-004	3.0000e-005	3.1650
Total		**3.1537**	**1.3000e-004**	**3.0000e-005**	**3.1650**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0375	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0375	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

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	4.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0375**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

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	4.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0332					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0375**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Beverly Hills North Portal Project (Beverly Drive)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.21	9,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Beverly Hills North Portal Project (Beverly Drive) - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Lot acreage accounts for 9,200 sq. ft. project footprint.

Construction Phase - Assumes an average construction duration of 3 years. Construction subphasing based on App E Construction Methods, General Sequence of Construction Activities.

Off-road Equipment - Other construction equipment to account for jackhammers.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Pneumatic tools assumed to be powered by generator/air compressor. Some equipment assumed to require overnight work.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Grading - Assumes all excavated material es exported (26,055 CY). Material imported (9,650 CY) includes material during building construction and backfill.

Trips and VMT - Assumes 16 workers during excavation phase. Default workers for other phases. Assumes 12 daily vendor trips during BC, 2 vendor trips and 12 daily haul trucks during excavation phase.

Architectural Coating -

Energy Use - Assumes lighting energy consumption to be 19.3% of typical station consumption. Percentage based on project footprint.

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	NumDays	100.00	133.00
tblConstructionPhase	NumDays	10.00	262.00
tblConstructionPhase	NumDays	2.00	436.00
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	PhaseEndDate	6/22/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	6/8/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	1/14/2022	1/3/2023
tblConstructionPhase	PhaseEndDate	1/19/2022	8/1/2024
tblConstructionPhase	PhaseEndDate	6/15/2022	1/1/2025
tblConstructionPhase	PhaseStartDate	6/16/2022	7/1/2024

tblConstructionPhase	PhaseStartDate	1/20/2022	7/1/2024
tblConstructionPhase	PhaseStartDate	1/18/2022	12/1/2022
tblConstructionPhase	PhaseStartDate	6/9/2022	7/1/2024
tblEnergyUse	LightingElect	0.00	1.08
tblGrading	MaterialExported	0.00	26,055.00
tblGrading	MaterialImported	0.00	9,650.00
tblLandUse	LandUseSquareFeet	0.00	9,200.00
tblLandUse	LotAcreage	0.00	0.21
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00

tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblTripsAndVMT	HaulingTripNumber	4,463.00	10,464.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	2.00	24.00
tblTripsAndVMT	WorkerTripNumber	8.00	32.00

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					
2022	2.6471	28.5600	26.5834	0.0690	6.9287	1.0830	8.0117	1.7229	1.0091	2.7319	0.0000	6,908.1160	6,908.1160	1.4120	0.0000	6,943.4168
2023	2.4153	24.3068	26.1699	0.0681	1.1723	0.9505	2.1229	0.3099	0.8850	1.1950	0.0000	6,808.2226	6,808.2226	1.3972	0.0000	6,843.1527
2024	5.6226	44.4531	50.4612	0.1262	1.8041	1.7566	3.5607	0.4737	1.6807	2.1545	0.0000	12,372.8023	12,372.8023	2.0629	0.0000	12,424.3739
2025	4.4081	30.9557	40.7031	0.0844	0.4108	1.2754	1.6862	0.1124	1.2289	1.3413	0.0000	8,090.5382	8,090.5382	1.2680	0.0000	8,122.2385
Maximum	**5.6226**	**44.4531**	**50.4612**	**0.1262**	**6.9287**	**1.7566**	**8.0117**	**1.7229**	**1.6807**	**2.7319**	**0.0000**	**12,372.8023**	**12,372.8023**	**2.0629**	**0.0000**	**12,424.3739**

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					
2022	2.6471	28.5600	26.5834	0.0690	6.9236	1.0830	8.0066	1.7221	1.0091	2.7312	0.0000	6,908.1160	6,908.1160	1.4120	0.0000	6,943.4168
2023	2.4153	24.3068	26.1699	0.0681	1.1673	0.9505	2.1178	0.3092	0.8850	1.1942	0.0000	6,808.2226	6,808.2226	1.3972	0.0000	6,843.1527
2024	5.6226	44.4531	50.4612	0.1262	1.7990	1.7566	3.5556	0.4730	1.6807	2.1537	0.0000	12,372.8023	12,372.8023	2.0629	0.0000	12,424.3739
2025	4.4081	30.9557	40.7031	0.0844	0.4108	1.2754	1.6862	0.1124	1.2289	1.3413	0.0000	8,090.5382	8,090.5382	1.2680	0.0000	8,122.2385
Maximum	**5.6226**	**44.4531**	**50.4612**	**0.1262**	**6.9236**	**1.7566**	**8.0066**	**1.7221**	**1.6807**	**2.7312**	**0.0000**	**12,372.8023**	**12,372.8023**	**2.0629**	**0.0000**	**12,424.3739**

	ROG	NOx	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**	**0.15**	**0.00**	**0.10**	**0.09**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2055	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2055**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2055	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2055**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

	ROG	NOx	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	1/3/2022	1/3/2023	5	262	
2	Grading	Grading	12/1/2022	8/1/2024	5	436	
3	Building Construction	Building Construction	7/1/2024	1/1/2025	5	133	
4	Paving	Paving	7/1/2024	1/1/2025	5	133	
5	Architectural Coating	Architectural Coating	7/1/2024	1/1/2025	5	133	

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: 13,800; Non-Residential Outdoor: 4,600; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Beverly Hills North Portal Project (Beverly Drive) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Other Construction Equipment	2	8.00	172	0.42
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Cranes	1	8.00	231	0.29
Building Construction	Pumps	0	0.00	84	0.74
Building Construction	Pumps	1	16.00	84	0.74
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Generator Sets	1	16.00	84	0.74
Building Construction	Air Compressors	1	16.00	78	0.48
Building Construction	Sweepers/Scrubbers	1	16.00	64	0.46
Building Construction	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	32.00	4.00	10,464.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	24.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4391	13.7827	16.1811	0.0248		0.7285	0.7285		0.6823	0.6823		2,391.8050	2,391.8050	0.6142		2,407.1602
Total	**1.4391**	**13.7827**	**16.1811**	**0.0248**		**0.7285**	**0.7285**		**0.6823**	**0.6823**		**2,391.8050**	**2,391.8050**	**0.6142**		**2,407.1602**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4391	13.7827	16.1811	0.0248		0.7285	0.7285		0.6823	0.6823	0.0000	2,391.8050	2,391.8050	0.6142		2,407.1602
Total	**1.4391**	**13.7827**	**16.1811**	**0.0248**		**0.7285**	**0.7285**		**0.6823**	**0.6823**	**0.0000**	**2,391.8050**	**2,391.8050**	**0.6142**		**2,407.1602**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3333	12.5312	16.1252	0.0248		0.6378	0.6378		0.5971	0.5971		2,392.3420	2,392.3420	0.6113		2,407.6233
Total	**1.3333**	**12.5312**	**16.1252**	**0.0248**		**0.6378**	**0.6378**		**0.5971**	**0.5971**		**2,392.3420**	**2,392.3420**	**0.6113**		**2,407.6233**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0346	0.4053	1.3000e-003	0.1453	1.1100e-003	0.1464	0.0385	1.0200e-003	0.0396		129.5737	129.5737	3.3300e-003		129.6570
Total	**0.0549**	**0.0346**	**0.4053**	**1.3000e-003**	**0.1453**	**1.1100e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**129.5737**	**129.5737**	**3.3300e-003**		**129.6570**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3333	12.5312	16.1252	0.0248		0.6378	0.6378		0.5971	0.5971	0.0000	2,392.3420	2,392.3420	0.6113		2,407.6233
Total	**1.3333**	**12.5312**	**16.1252**	**0.0248**		**0.6378**	**0.6378**		**0.5971**	**0.5971**	**0.0000**	**2,392.3420**	**2,392.3420**	**0.6113**		**2,407.6233**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0346	0.4053	1.3000e-003	0.1453	1.1100e-003	0.1464	0.0385	1.0200e-003	0.0396		129.5737	129.5737	3.3300e-003		129.6570
Total	**0.0549**	**0.0346**	**0.4053**	**1.3000e-003**	**0.1453**	**1.1100e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**129.5737**	**129.5737**	**3.3300e-003**		**129.6570**

3.3 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					9.2600e-003	0.0000	9.2600e-003	1.4000e-003	0.0000	1.4000e-003			0.0000			0.0000
Off-Road	0.7995	8.2277	7.1886	0.0204		0.3324	0.3324		0.3058	0.3058		1,972.4065	1,972.4065	0.6379		1,988.3544
Total	**0.7995**	**8.2277**	**7.1886**	**0.0204**	**9.2600e-003**	**0.3324**	**0.3417**	**1.4000e-003**	**0.3058**	**0.3072**		**1,972.4065**	**1,972.4065**	**0.6379**		**1,988.3544**

3.3 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	0.1950	6.0488	1.5811	0.0182	6.3908	0.0174	6.4082	1.5807	0.0167	1.5974		1,972.3602	1,972.3602	0.1404		1,975.8709
Vendor	0.0120	0.3683	0.1063	9.9000e-004	0.0256	7.2000e-004	0.0263	7.3700e-003	6.9000e-004	8.0600e-003		105.9881	105.9881	6.6600e-003		106.1546
Worker	0.1433	0.0943	1.0854	3.3200e-003	0.3577	2.8000e-003	0.3605	0.0949	2.5800e-003	0.0974		331.0622	331.0622	9.1200e-003		331.2901
Total	**0.3503**	**6.5114**	**2.7727**	**0.0225**	**6.7741**	**0.0210**	**6.7951**	**1.6829**	**0.0200**	**1.7029**		**2,409.4105**	**2,409.4105**	**0.1562**		**2,413.3156**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1700e-003	0.0000	4.1700e-003	6.3000e-004	0.0000	6.3000e-004			0.0000			0.0000
Off-Road	0.7995	8.2277	7.1886	0.0204		0.3324	0.3324		0.3058	0.3058	0.0000	1,972.4065	1,972.4065	0.6379		1,988.3544
Total	**0.7995**	**8.2277**	**7.1886**	**0.0204**	**4.1700e-003**	**0.3324**	**0.3366**	**6.3000e-004**	**0.3058**	**0.3064**	**0.0000**	**1,972.4065**	**1,972.4065**	**0.6379**		**1,988.3544**

3.3 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	0.1950	6.0488	1.5811	0.0182	6.3908	0.0174	6.4082	1.5807	0.0167	1.5974		1,972.3602	1,972.3602	0.1404		1,975.8709
Vendor	0.0120	0.3683	0.1063	9.9000e-004	0.0256	7.2000e-004	0.0263	7.3700e-003	6.9000e-004	8.0600e-003		105.9881	105.9881	6.6600e-003		106.1546
Worker	0.1433	0.0943	1.0854	3.3200e-003	0.3577	2.8000e-003	0.3605	0.0949	2.5800e-003	0.0974		331.0622	331.0622	9.1200e-003		331.2901
Total	**0.3503**	**6.5114**	**2.7727**	**0.0225**	**6.7741**	**0.0210**	**6.7951**	**1.6829**	**0.0200**	**1.7029**		**2,409.4105**	**2,409.4105**	**0.1562**		**2,413.3156**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2600e-003	0.0000	9.2600e-003	1.4000e-003	0.0000	1.4000e-003			0.0000			0.0000
Off-Road	0.7552	7.4037	7.1251	0.0204		0.3012	0.3012		0.2771	0.2771		1,974.3281	1,974.3281	0.6385		1,990.2916
Total	**0.7552**	**7.4037**	**7.1251**	**0.0204**	**9.2600e-003**	**0.3012**	**0.3104**	**1.4000e-003**	**0.2771**	**0.2785**		**1,974.3281**	**1,974.3281**	**0.6385**		**1,990.2916**

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1280	3.9731	1.4222	0.0174	0.6345	7.3500e-003	0.6418	0.1678	7.0300e-003	0.1748		1,890.3317	1,890.3317	0.1300		1,893.5818
Vendor	8.9000e-003	0.2790	0.0945	9.6000e-004	0.0256	3.4000e-004	0.0260	7.3700e-003	3.3000e-004	7.7000e-003		102.6965	102.6965	5.8600e-003		102.8431
Worker	0.1350	0.0853	0.9977	3.2000e-003	0.3577	2.7200e-003	0.3604	0.0949	2.5000e-003	0.0974		318.9506	318.9506	8.2100e-003		319.1558
Total	**0.2720**	**4.3373**	**2.5143**	**0.0215**	**1.0178**	**0.0104**	**1.0282**	**0.2700**	**9.8600e-003**	**0.2799**		**2,311.9788**	**2,311.9788**	**0.1441**		**2,315.5807**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1700e-003	0.0000	4.1700e-003	6.3000e-004	0.0000	6.3000e-004			0.0000			0.0000
Off-Road	0.7552	7.4037	7.1251	0.0204		0.3012	0.3012		0.2771	0.2771	0.0000	1,974.3281	1,974.3281	0.6385		1,990.2916
Total	**0.7552**	**7.4037**	**7.1251**	**0.0204**	**4.1700e-003**	**0.3012**	**0.3053**	**6.3000e-004**	**0.2771**	**0.2777**	**0.0000**	**1,974.3281**	**1,974.3281**	**0.6385**		**1,990.2916**

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1280	3.9731	1.4222	0.0174	0.6345	7.3500e-003	0.6418	0.1678	7.0300e-003	0.1748		1,890.3317	1,890.3317	0.1300		1,893.5818
Vendor	8.9000e-003	0.2790	0.0945	9.6000e-004	0.0256	3.4000e-004	0.0260	7.3700e-003	3.3000e-004	7.7000e-003		102.6965	102.6965	5.8600e-003		102.8431
Worker	0.1350	0.0853	0.9977	3.2000e-003	0.3577	2.7200e-003	0.3604	0.0949	2.5000e-003	0.0974		318.9506	318.9506	8.2100e-003		319.1558
Total	**0.2720**	**4.3373**	**2.5143**	**0.0215**	**1.0178**	**0.0104**	**1.0282**	**0.2700**	**9.8600e-003**	**0.2799**		**2,311.9788**	**2,311.9788**	**0.1441**		**2,315.5807**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2600e-003	0.0000	9.2600e-003	1.4000e-003	0.0000	1.4000e-003			0.0000			0.0000
Off-Road	0.7225	6.8081	7.0781	0.0204		0.2776	0.2776		0.2553	0.2553		1,976.4361	1,976.4361	0.6392		1,992.4165
Total	**0.7225**	**6.8081**	**7.0781**	**0.0204**	**9.2600e-003**	**0.2776**	**0.2868**	**1.4000e-003**	**0.2553**	**0.2567**		**1,976.4361**	**1,976.4361**	**0.6392**		**1,992.4165**

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1283	3.9461	1.4363	0.0173	1.0008	7.2600e-003	1.0080	0.2577	6.9400e-003	0.2646		1,881.9582	1,881.9582	0.1299		1,885.2055
Vendor	8.6800e-003	0.2780	0.0916	9.5000e-004	0.0256	3.3000e-004	0.0259	7.3700e-003	3.2000e-004	7.6900e-003		102.2982	102.2982	5.7800e-003		102.4426
Worker	0.1281	0.0777	0.9288	3.1000e-003	0.3577	2.6800e-003	0.3604	0.0949	2.4700e-003	0.0973		309.0572	309.0572	7.5200e-003		309.2452
Total	**0.2651**	**4.3017**	**2.4566**	**0.0213**	**1.3840**	**0.0103**	**1.3943**	**0.3599**	**9.7300e-003**	**0.3696**		**2,293.3136**	**2,293.3136**	**0.1432**		**2,296.8933**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1700e-003	0.0000	4.1700e-003	6.3000e-004	0.0000	6.3000e-004			0.0000			0.0000
Off-Road	0.7225	6.8081	7.0781	0.0204		0.2776	0.2776		0.2553	0.2553	0.0000	1,976.4360	1,976.4360	0.6392		1,992.4165
Total	**0.7225**	**6.8081**	**7.0781**	**0.0204**	**4.1700e-003**	**0.2776**	**0.2817**	**6.3000e-004**	**0.2553**	**0.2560**	**0.0000**	**1,976.4360**	**1,976.4360**	**0.6392**		**1,992.4165**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1283	3.9461	1.4363	0.0173	1.0008	7.2600e-003	1.0080	0.2577	6.9400e-003	0.2646		1,881.9582	1,881.9582	0.1299		1,885.2055
Vendor	8.6800e-003	0.2780	0.0916	9.5000e-004	0.0256	3.3000e-004	0.0259	7.3700e-003	3.2000e-004	7.6900e-003		102.2982	102.2982	5.7800e-003		102.4426
Worker	0.1281	0.0777	0.9288	3.1000e-003	0.3577	2.6800e-003	0.3604	0.0949	2.4700e-003	0.0973		309.0572	309.0572	7.5200e-003		309.2452
Total	**0.2651**	**4.3017**	**2.4566**	**0.0213**	**1.3840**	**0.0103**	**1.3943**	**0.3599**	**9.7300e-003**	**0.3696**		**2,293.3136**	**2,293.3136**	**0.1432**		**2,296.8933**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0785	25.1712	30.8677	0.0623		1.1611	1.1611		1.1242	1.1242		5,949.4411	5,949.4411	0.9227		5,972.5084
Total	**3.0785**	**25.1712**	**30.8677**	**0.0623**		**1.1611**	**1.1611**		**1.1242**	**1.1242**		**5,949.4411**	**5,949.4411**	**0.9227**		**5,972.5084**

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0521	1.6677	0.5496	5.7300e-003	0.1537	2.0100e-003	0.1557	0.0442	1.9200e-003	0.0462		613.7894	613.7894	0.0347		614.6556
Worker	0.0160	9.7200e-003	0.1161	3.9000e-004	0.0447	3.4000e-004	0.0451	0.0119	3.1000e-004	0.0122		38.6322	38.6322	9.4000e-004		38.6557
Total	**0.0681**	**1.6774**	**0.6657**	**6.1200e-003**	**0.1984**	**2.3500e-003**	**0.2007**	**0.0561**	**2.2300e-003**	**0.0583**		**652.4215**	**652.4215**	**0.0356**		**653.3113**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.0785	25.1712	30.8677	0.0623		1.1611	1.1611		1.1242	1.1242	0.0000	5,949.4410	5,949.4410	0.9227		5,972.5084
Total	**3.0785**	**25.1712**	**30.8677**	**0.0623**		**1.1611**	**1.1611**		**1.1242**	**1.1242**	**0.0000**	**5,949.4410**	**5,949.4410**	**0.9227**		**5,972.5084**

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0521	1.6677	0.5496	5.7300e-003	0.1537	2.0100e-003	0.1557	0.0442	1.9200e-003	0.0462		613.7894	613.7894	0.0347		614.6556
Worker	0.0160	9.7200e-003	0.1161	3.9000e-004	0.0447	3.4000e-004	0.0451	0.0119	3.1000e-004	0.0122		38.6322	38.6322	9.4000e-004		38.6557
Total	**0.0681**	**1.6774**	**0.6657**	**6.1200e-003**	**0.1984**	**2.3500e-003**	**0.2007**	**0.0561**	**2.2300e-003**	**0.0583**		**652.4215**	**652.4215**	**0.0356**		**653.3113**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692		5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**		**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0508	1.6536	0.5356	5.6900e-003	0.1537	1.9700e-003	0.1556	0.0442	1.8800e-003	0.0461		610.4982	610.4982	0.0341		611.3514
Worker	0.0153	8.8900e-003	0.1077	3.7000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		37.1367	37.1367	8.6000e-004		37.1581
Total	**0.0660**	**1.6625**	**0.6433**	**6.0600e-003**	**0.1984**	**2.3000e-003**	**0.2007**	**0.0561**	**2.1800e-003**	**0.0583**		**647.6349**	**647.6349**	**0.0350**		**648.5095**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692	0.0000	5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**	**0.0000**	**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0508	1.6536	0.5356	5.6900e-003	0.1537	1.9700e-003	0.1556	0.0442	1.8800e-003	0.0461		610.4982	610.4982	0.0341		611.3514
Worker	0.0153	8.8900e-003	0.1077	3.7000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		37.1367	37.1367	8.6000e-004		37.1581
Total	**0.0660**	**1.6625**	**0.6433**	**6.0600e-003**	**0.1984**	**2.3000e-003**	**0.2007**	**0.0561**	**2.1800e-003**	**0.0583**		**647.6349**	**647.6349**	**0.0350**		**648.5095**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**		**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0437	0.5224	1.7400e-003	0.2012	1.5100e-003	0.2027	0.0534	1.3900e-003	0.0548		173.8447	173.8447	4.2300e-003		173.9504
Total	**0.0721**	**0.0437**	**0.5224**	**1.7400e-003**	**0.2012**	**1.5100e-003**	**0.2027**	**0.0534**	**1.3900e-003**	**0.0548**		**173.8447**	**173.8447**	**4.2300e-003**		**173.9504**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**	**0.0000**	**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0437	0.5224	1.7400e-003	0.2012	1.5100e-003	0.2027	0.0534	1.3900e-003	0.0548		173.8447	173.8447	4.2300e-003		173.9504
Total	**0.0721**	**0.0437**	**0.5224**	**1.7400e-003**	**0.2012**	**1.5100e-003**	**0.2027**	**0.0534**	**1.3900e-003**	**0.0548**		**173.8447**	**173.8447**	**4.2300e-003**		**173.9504**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**		**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0400	0.4848	1.6800e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		167.1150	167.1150	3.8600e-003		167.2114
Total	**0.0687**	**0.0400**	**0.4848**	**1.6800e-003**	**0.2012**	**1.4800e-003**	**0.2027**	**0.0534**	**1.3600e-003**	**0.0547**		**167.1150**	**167.1150**	**3.8600e-003**		**167.2114**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**	**0.0000**	**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0400	0.4848	1.6800e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		167.1150	167.1150	3.8600e-003		167.2114
Total	**0.0687**	**0.0400**	**0.4848**	**1.6800e-003**	**0.2012**	**1.4800e-003**	**0.2027**	**0.0534**	**1.3600e-003**	**0.0547**		**167.1150**	**167.1150**	**3.8600e-003**		**167.2114**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**0.8220**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0000e-003	2.4300e-003	0.0290	1.0000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.6580	9.6580	2.4000e-004		9.6639
Total	**4.0000e-003**	**2.4300e-003**	**0.0290**	**1.0000e-004**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.6580**	**9.6580**	**2.4000e-004**		**9.6639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**0.8220**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0000e-003	2.4300e-003	0.0290	1.0000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.6580	9.6580	2.4000e-004		9.6639
Total	**4.0000e-003**	**2.4300e-003**	**0.0290**	**1.0000e-004**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.6580**	**9.6580**	**2.4000e-004**		**9.6639**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.8100e-003	2.2200e-003	0.0269	9.0000e-005	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.2842	9.2842	2.1000e-004		9.2895
Total	**3.8100e-003**	**2.2200e-003**	**0.0269**	**9.0000e-005**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.2842**	**9.2842**	**2.1000e-004**		**9.2895**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.8100e-003	2.2200e-003	0.0269	9.0000e-005	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.2842	9.2842	2.1000e-004		9.2895
Total	**3.8100e-003**	**2.2200e-003**	**0.0269**	**9.0000e-005**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.2842**	**9.2842**	**2.1000e-004**		**9.2895**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.544210	0.044379	0.208611	0.117175	0.014456	0.006301	0.020907	0.032661	0.002589	0.001903	0.005267	0.000705	0.000834

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2055	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	0.2055	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1822					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.2055**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1822					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.2055**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Beverly Hills North Portal Project (Canon Drive Alt)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.19	8,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Beverly Hills North Portal Project (Canon Drive Alt) - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - Lot acreage accounts for 8,100 sq. ft. project footprint.

Construction Phase - Assumes an average construction duration of 3 years. Construction subphasing based on App E Construction Methods, General Sequence of Construction Activities.

Off-road Equipment - Other construction equipment to account for jackhammers.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Pneumatic tools assumed to be powered by generator/air compressor. Some equipment assumed to require overnight work.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Grading - Assumes all excavated material es exported (22,950 CY). Material imported (8,500 CY) includes material during building construction and backfill.

Trips and VMT - Assumes 14 workers during excavation phase. Default workers for other phases. Assumes 10 daily vendor trips during BC, 2 vendor trips and 10 daily haul trucks during excavation phase.

Architectural Coating -

Energy Use - Assumes lighting energy consumption to be 17% of typical station consumption. Percentage based on project footprint.

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	NumDays	100.00	133.00
tblConstructionPhase	NumDays	10.00	262.00
tblConstructionPhase	NumDays	2.00	436.00
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	PhaseEndDate	6/22/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	6/8/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	1/14/2022	1/3/2023
tblConstructionPhase	PhaseEndDate	1/19/2022	8/1/2024
tblConstructionPhase	PhaseEndDate	6/15/2022	1/1/2025
tblConstructionPhase	PhaseStartDate	6/16/2022	7/1/2024

tblConstructionPhase	PhaseStartDate	1/20/2022	7/1/2024
tblConstructionPhase	PhaseStartDate	1/18/2022	12/1/2022
tblConstructionPhase	PhaseStartDate	6/9/2022	7/1/2024
tblEnergyUse	LightingElect	0.00	1.08
tblGrading	MaterialExported	0.00	22,950.00
tblGrading	MaterialImported	0.00	8,500.00
tblLandUse	LandUseSquareFeet	0.00	8,100.00
tblLandUse	LotAcreage	0.00	0.19
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00

tblTripsAndVMT	HaulingTripNumber	4,463.00	8,720.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	2.00	20.00
tblTripsAndVMT	WorkerTripNumber	8.00	28.00

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					
2022	0.2058	1.9490	2.2674	3.8400e-003	0.0812	0.0987	0.1799	0.0203	0.0924	0.1127	0.0000	338.4680	338.4680	0.0805	0.0000	340.4815
2023	0.1282	1.4601	1.2218	5.0700e-003	0.1125	0.0409	0.1534	0.0297	0.0377	0.0674	0.0000	468.5819	468.5819	0.0900	0.0000	470.8312
2024	0.3768	2.9930	3.4014	8.5000e-003	0.1152	0.1190	0.2342	0.0301	0.1137	0.1438	0.0000	754.9444	754.9444	0.1292	0.0000	758.1752
2025	2.1900e-003	0.0154	0.0203	4.0000e-005	1.9000e-004	6.4000e-004	8.3000e-004	5.0000e-005	6.1000e-004	6.7000e-004	0.0000	3.6290	3.6290	5.7000e-004	0.0000	3.6433
Maximum	**0.3768**	**2.9930**	**3.4014**	**8.5000e-003**	**0.1152**	**0.1190**	**0.2342**	**0.0301**	**0.1137**	**0.1438**	**0.0000**	**754.9444**	**754.9444**	**0.1292**	**0.0000**	**758.1752**

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					
2022	0.2058	1.9489	2.2674	3.8400e-003	0.0803	0.0987	0.1790	0.0202	0.0924	0.1126	0.0000	338.4677	338.4677	0.0805	0.0000	340.4811
2023	0.1282	1.4601	1.2218	5.0700e-003	0.1115	0.0409	0.1525	0.0296	0.0377	0.0673	0.0000	468.5817	468.5817	0.0900	0.0000	470.8309
2024	0.3768	2.9930	3.4014	8.5000e-003	0.1142	0.1190	0.2332	0.0300	0.1137	0.1437	0.0000	754.9438	754.9438	0.1292	0.0000	758.1745
2025	2.1900e-003	0.0154	0.0203	4.0000e-005	1.9000e-004	6.4000e-004	8.3000e-004	5.0000e-005	6.1000e-004	6.7000e-004	0.0000	3.6290	3.6290	5.7000e-004	0.0000	3.6433
Maximum	**0.3768**	**2.9930**	**3.4014**	**8.5000e-003**	**0.1142**	**0.1190**	**0.2332**	**0.0300**	**0.1137**	**0.1437**	**0.0000**	**754.9438**	**754.9438**	**0.1292**	**0.0000**	**758.1745**

	ROG	NOx	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**	**0.95**	**0.00**	**0.52**	**0.55**	**0.00**	**0.14**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	0.4924	0.4924
2	**4-3-2022**	**7-2-2022**	0.4975	0.4975
3	**7-3-2022**	**10-2-2022**	0.5030	0.5030
4	**10-3-2022**	**1-2-2023**	0.6750	0.6750
5	**1-3-2023**	**4-2-2023**	0.3925	0.3925
6	**4-3-2023**	**7-2-2023**	0.3904	0.3904
7	**7-3-2023**	**10-2-2023**	0.3947	0.3947
8	**10-3-2023**	**1-2-2024**	0.3957	0.3957

9	**1-3-2024**	**4-2-2024**	0.3702	0.3702
10	**4-3-2024**	**7-2-2024**	0.3957	0.3957
11	**7-3-2024**	**10-2-2024**	1.3597	1.3597
12	**10-3-2024**	**1-2-2025**	1.2240	1.2240
		Highest	1.3597	1.3597

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0335	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7781	2.7781	1.1000e-004	2.0000e-005	2.7880
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0335**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.7781**	**2.7781**	**1.1000e-004**	**2.0000e-005**	**2.7880**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0335	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7781	2.7781	1.1000e-004	2.0000e-005	2.7880
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0335**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.7781**	**2.7781**	**1.1000e-004**	**2.0000e-005**	**2.7880**

	ROG	NOx	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	1/3/2022	1/3/2023	5	262	
2	Grading	Grading	12/1/2022	8/1/2024	5	436	
3	Building Construction	Building Construction	7/1/2024	1/1/2025	5	133	
4	Paving	Paving	7/1/2024	1/1/2025	5	133	
5	Architectural Coating	Architectural Coating	7/1/2024	1/1/2025	5	133	

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: 13,800; Non-Residential Outdoor: 4,600; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Beverly Hills North Portal Project (Canon Drive Alt) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Other Construction Equipment	2	8.00	172	0.42
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Cranes	1	8.00	231	0.29
Building Construction	Pumps	0	0.00	84	0.74
Building Construction	Pumps	1	16.00	84	0.74
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Generator Sets	1	16.00	84	0.74
Building Construction	Air Compressors	1	16.00	78	0.48
Building Construction	Sweepers/Scrubbers	1	16.00	64	0.46
Building Construction	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	28.00	4.00	8,720.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1871	1.7918	2.1035	3.2300e-003		0.0947	0.0947		0.0887	0.0887	0.0000	282.0752	282.0752	0.0724	0.0000	283.8861
Total	**0.1871**	**1.7918**	**2.1035**	**3.2300e-003**		**0.0947**	**0.0947**		**0.0887**	**0.0887**	**0.0000**	**282.0752**	**282.0752**	**0.0724**	**0.0000**	**283.8861**

3.2 Demolition - 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	6.8200e-003	5.1100e-003	0.0589	1.8000e-004	0.0185	1.5000e-004	0.0187	4.9200e-003	1.4000e-004	5.0500e-003	0.0000	16.1252	16.1252	4.4000e-004	0.0000	16.1363
Total	**6.8200e-003**	**5.1100e-003**	**0.0589**	**1.8000e-004**	**0.0185**	**1.5000e-004**	**0.0187**	**4.9200e-003**	**1.4000e-004**	**5.0500e-003**	**0.0000**	**16.1252**	**16.1252**	**4.4000e-004**	**0.0000**	**16.1363**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1871	1.7917	2.1035	3.2300e-003		0.0947	0.0947		0.0887	0.0887	0.0000	282.0748	282.0748	0.0724	0.0000	283.8857
Total	**0.1871**	**1.7917**	**2.1035**	**3.2300e-003**		**0.0947**	**0.0947**		**0.0887**	**0.0887**	**0.0000**	**282.0748**	**282.0748**	**0.0724**	**0.0000**	**283.8857**

3.2 Demolition - 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	6.8200e-003	5.1100e-003	0.0589	1.8000e-004	0.0185	1.5000e-004	0.0187	4.9200e-003	1.4000e-004	5.0500e-003	0.0000	16.1252	16.1252	4.4000e-004	0.0000	16.1363
Total	**6.8200e-003**	**5.1100e-003**	**0.0589**	**1.8000e-004**	**0.0185**	**1.5000e-004**	**0.0187**	**4.9200e-003**	**1.4000e-004**	**5.0500e-003**	**0.0000**	**16.1252**	**16.1252**	**4.4000e-004**	**0.0000**	**16.1363**

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.3300e-003	0.0125	0.0161	2.0000e-005		6.4000e-004	6.4000e-004		6.0000e-004	6.0000e-004	0.0000	2.1703	2.1703	5.5000e-004	0.0000	2.1842
Total	**1.3300e-003**	**0.0125**	**0.0161**	**2.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.0000e-004**	**6.0000e-004**	**0.0000**	**2.1703**	**2.1703**	**5.5000e-004**	**0.0000**	**2.1842**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	4.2000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1195	0.1195	0.0000	0.0000	0.1196
Total	**5.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1195**	**0.1195**	**0.0000**	**0.0000**	**0.1196**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.3300e-003	0.0125	0.0161	2.0000e-005		6.4000e-004	6.4000e-004		6.0000e-004	6.0000e-004	0.0000	2.1703	2.1703	5.5000e-004	0.0000	2.1842
Total	**1.3300e-003**	**0.0125**	**0.0161**	**2.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.0000e-004**	**6.0000e-004**	**0.0000**	**2.1703**	**2.1703**	**5.5000e-004**	**0.0000**	**2.1842**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	4.2000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1195	0.1195	0.0000	0.0000	0.1196
Total	**5.0000e-005**	**4.0000e-005**	**4.2000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1195**	**0.1195**	**0.0000**	**0.0000**	**0.1196**

3.3 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					1.7800e-003	0.0000	1.7800e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7900e-003	0.0905	0.0791	2.2000e-004		3.6600e-003	3.6600e-003		3.3600e-003	3.3600e-003	0.0000	19.6827	19.6827	6.3700e-003	0.0000	19.8419
Total	**8.7900e-003**	**0.0905**	**0.0791**	**2.2000e-004**	**1.7800e-003**	**3.6600e-003**	**5.4400e-003**	**2.7000e-004**	**3.3600e-003**	**3.6300e-003**	**0.0000**	**19.6827**	**19.6827**	**6.3700e-003**	**0.0000**	**19.8419**

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7600e-003	0.0565	0.0140	1.7000e-004	0.0573	1.6000e-004	0.0574	0.0142	1.5000e-004	0.0143	0.0000	16.5711	16.5711	1.1500e-003	0.0000	16.5997
Vendor	1.3000e-004	4.1300e-003	1.1100e-003	1.0000e-005	2.8000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0751	1.0751	6.0000e-005	0.0000	1.0767
Worker	1.2400e-003	9.3000e-004	0.0107	3.0000e-005	3.3800e-003	3.0000e-005	3.4000e-003	9.0000e-004	2.0000e-005	9.2000e-004	0.0000	2.9388	2.9388	8.0000e-005	0.0000	2.9408
Total	**3.1300e-003**	**0.0616**	**0.0259**	**2.1000e-004**	**0.0609**	**2.0000e-004**	**0.0611**	**0.0152**	**1.8000e-004**	**0.0153**	**0.0000**	**20.5850**	**20.5850**	**1.2900e-003**	**0.0000**	**20.6172**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.0000e-004	0.0000	8.0000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7900e-003	0.0905	0.0791	2.2000e-004		3.6600e-003	3.6600e-003		3.3600e-003	3.3600e-003	0.0000	19.6827	19.6827	6.3700e-003	0.0000	19.8418
Total	**8.7900e-003**	**0.0905**	**0.0791**	**2.2000e-004**	**8.0000e-004**	**3.6600e-003**	**4.4600e-003**	**1.2000e-004**	**3.3600e-003**	**3.4800e-003**	**0.0000**	**19.6827**	**19.6827**	**6.3700e-003**	**0.0000**	**19.8418**

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7600e-003	0.0565	0.0140	1.7000e-004	0.0573	1.6000e-004	0.0574	0.0142	1.5000e-004	0.0143	0.0000	16.5711	16.5711	1.1500e-003	0.0000	16.5997
Vendor	1.3000e-004	4.1300e-003	1.1100e-003	1.0000e-005	2.8000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0751	1.0751	6.0000e-005	0.0000	1.0767
Worker	1.2400e-003	9.3000e-004	0.0107	3.0000e-005	3.3800e-003	3.0000e-005	3.4000e-003	9.0000e-004	2.0000e-005	9.2000e-004	0.0000	2.9388	2.9388	8.0000e-005	0.0000	2.9408
Total	**3.1300e-003**	**0.0616**	**0.0259**	**2.1000e-004**	**0.0609**	**2.0000e-004**	**0.0611**	**0.0152**	**1.8000e-004**	**0.0153**	**0.0000**	**20.5850**	**20.5850**	**1.2900e-003**	**0.0000**	**20.6172**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7800e-003	0.0000	1.7800e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0982	0.9625	0.9263	2.6500e-003		0.0392	0.0392		0.0360	0.0360	0.0000	232.8405	232.8405	0.0753	0.0000	234.7231
Total	**0.0982**	**0.9625**	**0.9263**	**2.6500e-003**	**1.7800e-003**	**0.0392**	**0.0409**	**2.7000e-004**	**0.0360**	**0.0363**	**0.0000**	**232.8405**	**232.8405**	**0.0753**	**0.0000**	**234.7231**

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0137	0.4383	0.1506	1.9000e-003	0.0674	7.8000e-004	0.0682	0.0179	7.5000e-004	0.0186	0.0000	187.6839	187.6839	0.0126	0.0000	187.9983
Vendor	1.1300e-003	0.0368	0.0118	1.3000e-004	3.2800e-003	4.0000e-005	3.3200e-003	9.5000e-004	4.0000e-005	9.9000e-004	0.0000	12.3075	12.3075	6.7000e-004	0.0000	12.3243
Worker	0.0138	9.9600e-003	0.1166	3.7000e-004	0.0399	3.1000e-004	0.0402	0.0106	2.8000e-004	0.0109	0.0000	33.4603	33.4603	8.6000e-004	0.0000	33.4819
Total	**0.0286**	**0.4851**	**0.2790**	**2.4000e-003**	**0.1106**	**1.1300e-003**	**0.1117**	**0.0294**	**1.0700e-003**	**0.0305**	**0.0000**	**233.4517**	**233.4517**	**0.0141**	**0.0000**	**233.8044**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					8.0000e-004	0.0000	8.0000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0982	0.9625	0.9263	2.6500e-003		0.0392	0.0392		0.0360	0.0360	0.0000	232.8402	232.8402	0.0753	0.0000	234.7228
Total	**0.0982**	**0.9625**	**0.9263**	**2.6500e-003**	**8.0000e-004**	**0.0392**	**0.0400**	**1.2000e-004**	**0.0360**	**0.0361**	**0.0000**	**232.8402**	**232.8402**	**0.0753**	**0.0000**	**234.7228**

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0137	0.4383	0.1506	1.9000e-003	0.0674	7.8000e-004	0.0682	0.0179	7.5000e-004	0.0186	0.0000	187.6839	187.6839	0.0126	0.0000	187.9983
Vendor	1.1300e-003	0.0368	0.0118	1.3000e-004	3.2800e-003	4.0000e-005	3.3200e-003	9.5000e-004	4.0000e-005	9.9000e-004	0.0000	12.3075	12.3075	6.7000e-004	0.0000	12.3243
Worker	0.0138	9.9600e-003	0.1166	3.7000e-004	0.0399	3.1000e-004	0.0402	0.0106	2.8000e-004	0.0109	0.0000	33.4603	33.4603	8.6000e-004	0.0000	33.4819
Total	**0.0286**	**0.4851**	**0.2790**	**2.4000e-003**	**0.1106**	**1.1300e-003**	**0.1117**	**0.0294**	**1.0700e-003**	**0.0305**	**0.0000**	**233.4517**	**233.4517**	**0.0141**	**0.0000**	**233.8044**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7800e-003	0.0000	1.7800e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0556	0.5242	0.5450	1.5700e-003		0.0214	0.0214		0.0197	0.0197	0.0000	138.0604	138.0604	0.0447	0.0000	139.1767
Total	**0.0556**	**0.5242**	**0.5450**	**1.5700e-003**	**1.7800e-003**	**0.0214**	**0.0232**	**2.7000e-004**	**0.0197**	**0.0199**	**0.0000**	**138.0604**	**138.0604**	**0.0447**	**0.0000**	**139.1767**

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.1200e-003	0.2578	0.0901	1.1200e-003	0.0629	4.6000e-004	0.0634	0.0162	4.4000e-004	0.0167	0.0000	110.6665	110.6665	7.4500e-003	0.0000	110.8526
Vendor	6.5000e-004	0.0217	6.7800e-003	7.0000e-005	1.9400e-003	3.0000e-005	1.9700e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	7.2608	7.2608	3.9000e-004	0.0000	7.2706
Worker	7.7500e-003	5.3800e-003	0.0643	2.1000e-004	0.0236	1.8000e-004	0.0238	6.2700e-003	1.7000e-004	6.4400e-003	0.0000	19.2043	19.2043	4.7000e-004	0.0000	19.2160
Total	**0.0165**	**0.2849**	**0.1612**	**1.4000e-003**	**0.0885**	**6.7000e-004**	**0.0892**	**0.0230**	**6.3000e-004**	**0.0237**	**0.0000**	**137.1316**	**137.1316**	**8.3100e-003**	**0.0000**	**137.3392**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0000e-004	0.0000	8.0000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0556	0.5242	0.5450	1.5700e-003		0.0214	0.0214		0.0197	0.0197	0.0000	138.0603	138.0603	0.0447	0.0000	139.1766
Total	**0.0556**	**0.5242**	**0.5450**	**1.5700e-003**	**8.0000e-004**	**0.0214**	**0.0222**	**1.2000e-004**	**0.0197**	**0.0198**	**0.0000**	**138.0603**	**138.0603**	**0.0447**	**0.0000**	**139.1766**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.1200e-003	0.2578	0.0901	1.1200e-003	0.0629	4.6000e-004	0.0634	0.0162	4.4000e-004	0.0167	0.0000	110.6665	110.6665	7.4500e-003	0.0000	110.8526
Vendor	6.5000e-004	0.0217	6.7800e-003	7.0000e-005	1.9400e-003	3.0000e-005	1.9700e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	7.2608	7.2608	3.9000e-004	0.0000	7.2706
Worker	7.7500e-003	5.3800e-003	0.0643	2.1000e-004	0.0236	1.8000e-004	0.0238	6.2700e-003	1.7000e-004	6.4400e-003	0.0000	19.2043	19.2043	4.7000e-004	0.0000	19.2160
Total	**0.0165**	**0.2849**	**0.1612**	**1.4000e-003**	**0.0885**	**6.7000e-004**	**0.0892**	**0.0230**	**6.3000e-004**	**0.0237**	**0.0000**	**137.1316**	**137.1316**	**8.3100e-003**	**0.0000**	**137.3392**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2032	1.6613	2.0373	4.1100e-003		0.0766	0.0766		0.0742	0.0742	0.0000	356.2180	356.2180	0.0553	0.0000	357.5991
Total	**0.2032**	**1.6613**	**2.0373**	**4.1100e-003**		**0.0766**	**0.0766**		**0.0742**	**0.0742**	**0.0000**	**356.2180**	**356.2180**	**0.0553**	**0.0000**	**357.5991**

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7900e-003	0.0932	0.0291	3.2000e-004	8.3200e-003	1.1000e-004	8.4200e-003	2.4000e-003	1.0000e-004	2.5000e-003	0.0000	31.1176	31.1176	1.6800e-003	0.0000	31.1596
Worker	9.5000e-004	6.6000e-004	7.8800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.3516	2.3516	6.0000e-005	0.0000	2.3530
Total	**3.7400e-003**	**0.0938**	**0.0369**	**3.5000e-004**	**0.0112**	**1.3000e-004**	**0.0113**	**3.1700e-003**	**1.2000e-004**	**3.2900e-003**	**0.0000**	**33.4692**	**33.4692**	**1.7400e-003**	**0.0000**	**33.5125**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2032	1.6613	2.0373	4.1100e-003		0.0766	0.0766		0.0742	0.0742	0.0000	356.2176	356.2176	0.0553	0.0000	357.5987
Total	**0.2032**	**1.6613**	**2.0373**	**4.1100e-003**		**0.0766**	**0.0766**		**0.0742**	**0.0742**	**0.0000**	**356.2176**	**356.2176**	**0.0553**	**0.0000**	**357.5987**

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7900e-003	0.0932	0.0291	3.2000e-004	8.3200e-003	1.1000e-004	8.4200e-003	2.4000e-003	1.0000e-004	2.5000e-003	0.0000	31.1176	31.1176	1.6800e-003	0.0000	31.1596
Worker	9.5000e-004	6.6000e-004	7.8800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.3516	2.3516	6.0000e-005	0.0000	2.3530
Total	**3.7400e-003**	**0.0938**	**0.0369**	**3.5000e-004**	**0.0112**	**1.3000e-004**	**0.0113**	**3.1700e-003**	**1.2000e-004**	**3.2900e-003**	**0.0000**	**33.4692**	**33.4692**	**1.7400e-003**	**0.0000**	**33.5125**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4500e-003	0.0116	0.0154	3.0000e-005		5.0000e-004	5.0000e-004		4.8000e-004	4.8000e-004	0.0000	2.6983	2.6983	4.1000e-004	0.0000	2.7087
Total	**1.4500e-003**	**0.0116**	**0.0154**	**3.0000e-005**		**5.0000e-004**	**5.0000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**2.6983**	**2.6983**	**4.1000e-004**	**0.0000**	**2.7087**

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	7.0000e-004	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2345	0.2345	1.0000e-005	0.0000	0.2348
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0171	0.0171	0.0000	0.0000	0.0171
Total	**3.0000e-005**	**7.0000e-004**	**2.7000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2516**	**0.2516**	**1.0000e-005**	**0.0000**	**0.2519**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.4500e-003	0.0116	0.0154	3.0000e-005		5.0000e-004	5.0000e-004		4.8000e-004	4.8000e-004	0.0000	2.6983	2.6983	4.1000e-004	0.0000	2.7087
Total	**1.4500e-003**	**0.0116**	**0.0154**	**3.0000e-005**		**5.0000e-004**	**5.0000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**2.6983**	**2.6983**	**4.1000e-004**	**0.0000**	**2.7087**

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	7.0000e-004	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2345	0.2345	1.0000e-005	0.0000	0.2348
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0171	0.0171	0.0000	0.0000	0.0171
Total	**3.0000e-005**	**7.0000e-004**	**2.7000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2516**	**0.2516**	**1.0000e-005**	**0.0000**	**0.2519**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0390	0.3452	0.4641	7.4000e-004		0.0160	0.0160		0.0150	0.0150	0.0000	62.0440	62.0440	0.0181	0.0000	62.4958
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0390**	**0.3452**	**0.4641**	**7.4000e-004**		**0.0160**	**0.0160**		**0.0150**	**0.0150**	**0.0000**	**62.0440**	**62.0440**	**0.0181**	**0.0000**	**62.4958**

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2700e-003	2.9600e-003	0.0355	1.2000e-004	0.0130	1.0000e-004	0.0131	3.4600e-003	9.0000e-005	3.5500e-003	0.0000	10.5820	10.5820	2.6000e-004	0.0000	10.5884
Total	**4.2700e-003**	**2.9600e-003**	**0.0355**	**1.2000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4600e-003**	**9.0000e-005**	**3.5500e-003**	**0.0000**	**10.5820**	**10.5820**	**2.6000e-004**	**0.0000**	**10.5884**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0390	0.3452	0.4641	7.4000e-004		0.0160	0.0160		0.0150	0.0150	0.0000	62.0439	62.0439	0.0181	0.0000	62.4958
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0390**	**0.3452**	**0.4641**	**7.4000e-004**		**0.0160**	**0.0160**		**0.0150**	**0.0150**	**0.0000**	**62.0439**	**62.0439**	**0.0181**	**0.0000**	**62.4958**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2700e-003	2.9600e-003	0.0355	1.2000e-004	0.0130	1.0000e-004	0.0131	3.4600e-003	9.0000e-005	3.5500e-003	0.0000	10.5820	10.5820	2.6000e-004	0.0000	10.5884
Total	**4.2700e-003**	**2.9600e-003**	**0.0355**	**1.2000e-004**	**0.0130**	**1.0000e-004**	**0.0131**	**3.4600e-003**	**9.0000e-005**	**3.5500e-003**	**0.0000**	**10.5820**	**10.5820**	**2.6000e-004**	**0.0000**	**10.5884**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-004	2.4600e-003	3.5100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4700	0.4700	1.4000e-004	0.0000	0.4735
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8000e-004**	**2.4600e-003**	**3.5100e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**0.4700**	**0.4700**	**1.4000e-004**	**0.0000**	**0.4735**

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.5000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0771	0.0771	0.0000	0.0000	0.0771
Total	**3.0000e-005**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0771**	**0.0771**	**0.0000**	**0.0000**	**0.0771**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-004	2.4600e-003	3.5100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4700	0.4700	1.4000e-004	0.0000	0.4735
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8000e-004**	**2.4600e-003**	**3.5100e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**0.4700**	**0.4700**	**1.4000e-004**	**0.0000**	**0.4735**

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.5000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0771	0.0771	0.0000	0.0000	0.0771
Total	**3.0000e-005**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0771**	**0.0771**	**0.0000**	**0.0000**	**0.0771**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0423					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0119	0.0804	0.1195	2.0000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	16.8515	16.8515	9.5000e-004	0.0000	16.8752
Total	**0.0543**	**0.0804**	**0.1195**	**2.0000e-004**		**4.0200e-003**	**4.0200e-003**		**4.0200e-003**	**4.0200e-003**	**0.0000**	**16.8515**	**16.8515**	**9.5000e-004**	**0.0000**	**16.8752**

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.9700e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.5879	0.5879	1.0000e-005	0.0000	0.5882
Total	**2.4000e-004**	**1.6000e-004**	**1.9700e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.5879**	**0.5879**	**1.0000e-005**	**0.0000**	**0.5882**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0423					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0119	0.0804	0.1195	2.0000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	16.8515	16.8515	9.5000e-004	0.0000	16.8752
Total	**0.0543**	**0.0804**	**0.1195**	**2.0000e-004**		**4.0200e-003**	**4.0200e-003**		**4.0200e-003**	**4.0200e-003**	**0.0000**	**16.8515**	**16.8515**	**9.5000e-004**	**0.0000**	**16.8752**

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.9700e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.5879	0.5879	1.0000e-005	0.0000	0.5882
Total	**2.4000e-004**	**1.6000e-004**	**1.9700e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.5879**	**0.5879**	**1.0000e-005**	**0.0000**	**0.5882**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-005	5.7000e-004	9.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1278
Total	**4.1000e-004**	**5.7000e-004**	**9.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1278**

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	4.2800e-003	4.2800e-003	0.0000	0.0000	4.2800e-003
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.2800e-003**	**4.2800e-003**	**0.0000**	**0.0000**	**4.2800e-003**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-005	5.7000e-004	9.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1278
Total	**4.1000e-004**	**5.7000e-004**	**9.0000e-004**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.1277**	**0.1277**	**1.0000e-005**	**0.0000**	**0.1278**

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	4.2800e-003	4.2800e-003	0.0000	0.0000	4.2800e-003
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**4.2800e-003**	**4.2800e-003**	**0.0000**	**0.0000**	**4.2800e-003**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.544210	0.044379	0.208611	0.117175	0.014456	0.006301	0.020907	0.032661	0.002589	0.001903	0.005267	0.000705	0.000834

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7781	2.7781	1.1000e-004	2.0000e-005	2.7880
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.7781	2.7781	1.1000e-004	2.0000e-005	2.7880
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	8719	2.7781	1.1000e-004	2.0000e-005	2.7880
Total		**2.7781**	**1.1000e-004**	**2.0000e-005**	**2.7880**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	8719	2.7781	1.1000e-004	2.0000e-005	2.7880
Total		**2.7781**	**1.1000e-004**	**2.0000e-005**	**2.7880**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0335	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0335	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

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	4.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0335**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

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	4.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0335**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Beverly Hills North Portal Project (Canon Drive Alt)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.19	8,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Beverly Hills North Portal Project (Canon Drive Alt) - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Lot acreage accounts for 8,100 sq. ft. project footprint.

Construction Phase - Assumes an average construction duration of 3 years. Construction subphasing based on App E Construction Methods, General Sequence of Construction Activities.

Off-road Equipment - Other construction equipment to account for jackhammers.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Pneumatic tools assumed to be powered by generator/air compressor. Some equipment assumed to require overnight work.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Grading - Assumes all excavated material es exported (22,950 CY). Material imported (8,500 CY) includes material during building construction and backfill.

Trips and VMT - Assumes 14 workers during excavation phase. Default workers for other phases. Assumes 10 daily vendor trips during BC, 2 vendor trips and 10 daily haul trucks during excavation phase.

Architectural Coating -

Energy Use - Assumes lighting energy consumption to be 17% of typical station consumption. Percentage based on project footprint.

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	NumDays	100.00	133.00
tblConstructionPhase	NumDays	10.00	262.00
tblConstructionPhase	NumDays	2.00	436.00
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	PhaseEndDate	6/22/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	6/8/2022	1/1/2025
tblConstructionPhase	PhaseEndDate	1/14/2022	1/3/2023
tblConstructionPhase	PhaseEndDate	1/19/2022	8/1/2024
tblConstructionPhase	PhaseEndDate	6/15/2022	1/1/2025
tblConstructionPhase	PhaseStartDate	6/16/2022	7/1/2024

tblConstructionPhase	PhaseStartDate	1/20/2022	7/1/2024
tblConstructionPhase	PhaseStartDate	1/18/2022	12/1/2022
tblConstructionPhase	PhaseStartDate	6/9/2022	7/1/2024
tblEnergyUse	LightingElect	0.00	1.08
tblGrading	MaterialExported	0.00	22,950.00
tblGrading	MaterialImported	0.00	8,500.00
tblLandUse	LandUseSquareFeet	0.00	8,100.00
tblLandUse	LotAcreage	0.00	0.19
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00

tblTripsAndVMT	HaulingTripNumber	4,463.00	8,720.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	2.00	20.00
tblTripsAndVMT	WorkerTripNumber	8.00	28.00

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					
2022	2.5967	27.5401	26.1842	0.0656	5.8177	1.0798	6.8975	1.4474	1.0060	2.4534	0.0000	6,538.0066	6,538.0066	1.3875	0.0000	6,572.6937
2023	2.3771	23.6339	25.8081	0.0648	1.0208	0.9490	1.9697	0.2700	0.8835	1.1535	0.0000	6,453.2985	6,453.2985	1.3745	0.0000	6,487.6612
2024	5.5765	43.5078	50.0141	0.1220	1.5658	1.7547	3.3206	0.4114	1.6789	2.0903	0.0000	11,918.2122	11,918.2122	2.0345	0.0000	11,969.0748
2025	4.3996	30.6801	40.6138	0.0834	0.3851	1.2751	1.6602	0.1051	1.2286	1.3337	0.0000	7,988.7885	7,988.7885	1.2623	0.0000	8,020.3466
Maximum	**5.5765**	**43.5078**	**50.0141**	**0.1220**	**5.8177**	**1.7547**	**6.8975**	**1.4474**	**1.6789**	**2.4534**	**0.0000**	**11,918.2122**	**11,918.2122**	**2.0345**	**0.0000**	**11,969.0748**

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					
2022	2.5967	27.5401	26.1842	0.0656	5.8132	1.0798	6.8930	1.4467	1.0060	2.4527	0.0000	6,538.0066	6,538.0066	1.3875	0.0000	6,572.6937
2023	2.3771	23.6339	25.8081	0.0648	1.0163	0.9490	1.9652	0.2693	0.8835	1.1528	0.0000	6,453.2985	6,453.2985	1.3745	0.0000	6,487.6612
2024	5.5765	43.5078	50.0141	0.1220	1.5614	1.7547	3.3161	0.4107	1.6789	2.0897	0.0000	11,918.2122	11,918.2122	2.0345	0.0000	11,969.0748
2025	4.3996	30.6801	40.6138	0.0834	0.3851	1.2751	1.6602	0.1051	1.2286	1.3337	0.0000	7,988.7885	7,988.7885	1.2623	0.0000	8,020.3465
Maximum	**5.5765**	**43.5078**	**50.0141**	**0.1220**	**5.8132**	**1.7547**	**6.8930**	**1.4467**	**1.6789**	**2.4527**	**0.0000**	**11,918.2122**	**11,918.2122**	**2.0345**	**0.0000**	**11,969.0748**

	ROG	NOx	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**	**0.15**	**0.00**	**0.10**	**0.09**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1838	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1838**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1838	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1838**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

	ROG	NOx	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	1/3/2022	1/3/2023	5	262	
2	Grading	Grading	12/1/2022	8/1/2024	5	436	
3	Building Construction	Building Construction	7/1/2024	1/1/2025	5	133	
4	Paving	Paving	7/1/2024	1/1/2025	5	133	
5	Architectural Coating	Architectural Coating	7/1/2024	1/1/2025	5	133	

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: 13,800; Non-Residential Outdoor: 4,600; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Beverly Hills North Portal Project (Canon Drive Alt) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Other Construction Equipment	2	8.00	172	0.42
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Cranes	1	8.00	231	0.29
Building Construction	Pumps	0	0.00	84	0.74
Building Construction	Pumps	1	16.00	84	0.74
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Generator Sets	1	16.00	84	0.74
Building Construction	Air Compressors	1	16.00	78	0.48
Building Construction	Sweepers/Scrubbers	1	16.00	64	0.46
Building Construction	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	28.00	4.00	8,720.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4391	13.7827	16.1811	0.0248		0.7285	0.7285		0.6823	0.6823		2,391.8050	2,391.8050	0.6142		2,407.1602
Total	**1.4391**	**13.7827**	**16.1811**	**0.0248**		**0.7285**	**0.7285**		**0.6823**	**0.6823**		**2,391.8050**	**2,391.8050**	**0.6142**		**2,407.1602**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4391	13.7827	16.1811	0.0248		0.7285	0.7285		0.6823	0.6823	0.0000	2,391.8050	2,391.8050	0.6142		2,407.1602
Total	**1.4391**	**13.7827**	**16.1811**	**0.0248**		**0.7285**	**0.7285**		**0.6823**	**0.6823**	**0.0000**	**2,391.8050**	**2,391.8050**	**0.6142**		**2,407.1602**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0582**	**0.0383**	**0.4409**	**1.3500e-003**	**0.1453**	**1.1400e-003**	**0.1465**	**0.0385**	**1.0500e-003**	**0.0396**		**134.4940**	**134.4940**	**3.7000e-003**		**134.5866**

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3333	12.5312	16.1252	0.0248		0.6378	0.6378		0.5971	0.5971		2,392.3420	2,392.3420	0.6113		2,407.6233
Total	**1.3333**	**12.5312**	**16.1252**	**0.0248**		**0.6378**	**0.6378**		**0.5971**	**0.5971**		**2,392.3420**	**2,392.3420**	**0.6113**		**2,407.6233**

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0346	0.4053	1.3000e-003	0.1453	1.1100e-003	0.1464	0.0385	1.0200e-003	0.0396		129.5737	129.5737	3.3300e-003		129.6570
Total	**0.0549**	**0.0346**	**0.4053**	**1.3000e-003**	**0.1453**	**1.1100e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**129.5737**	**129.5737**	**3.3300e-003**		**129.6570**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3333	12.5312	16.1252	0.0248		0.6378	0.6378		0.5971	0.5971	0.0000	2,392.3420	2,392.3420	0.6113		2,407.6233
Total	**1.3333**	**12.5312**	**16.1252**	**0.0248**		**0.6378**	**0.6378**		**0.5971**	**0.5971**	**0.0000**	**2,392.3420**	**2,392.3420**	**0.6113**		**2,407.6233**

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0346	0.4053	1.3000e-003	0.1453	1.1100e-003	0.1464	0.0385	1.0200e-003	0.0396		129.5737	129.5737	3.3300e-003		129.6570
Total	**0.0549**	**0.0346**	**0.4053**	**1.3000e-003**	**0.1453**	**1.1100e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**129.5737**	**129.5737**	**3.3300e-003**		**129.6570**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1600e-003	0.0000	8.1600e-003	1.2400e-003	0.0000	1.2400e-003			0.0000			0.0000
Off-Road	0.7995	8.2277	7.1886	0.0204		0.3324	0.3324		0.3058	0.3058		1,972.4065	1,972.4065	0.6379		1,988.3544
Total	**0.7995**	**8.2277**	**7.1886**	**0.0204**	**8.1600e-003**	**0.3324**	**0.3406**	**1.2400e-003**	**0.3058**	**0.3071**		**1,972.4065**	**1,972.4065**	**0.6379**		**1,988.3544**

3.3 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	0.1625	5.0407	1.3176	0.0151	5.3257	0.0145	5.3402	1.3172	0.0139	1.3311		1,643.6335	1,643.6335	0.1170		1,646.5590
Vendor	0.0120	0.3683	0.1063	9.9000e-004	0.0256	7.2000e-004	0.0263	7.3700e-003	6.9000e-004	8.0600e-003		105.9881	105.9881	6.6600e-003		106.1546
Worker	0.1254	0.0825	0.9497	2.9100e-003	0.3130	2.4500e-003	0.3154	0.0830	2.2600e-003	0.0853		289.6795	289.6795	7.9800e-003		289.8789
Total	**0.2999**	**5.4914**	**2.3736**	**0.0190**	**5.6643**	**0.0177**	**5.6820**	**1.4076**	**0.0169**	**1.4245**		**2,039.3010**	**2,039.3010**	**0.1317**		**2,042.5925**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.6700e-003	0.0000	3.6700e-003	5.6000e-004	0.0000	5.6000e-004			0.0000			0.0000
Off-Road	0.7995	8.2277	7.1886	0.0204		0.3324	0.3324		0.3058	0.3058	0.0000	1,972.4065	1,972.4065	0.6379		1,988.3544
Total	**0.7995**	**8.2277**	**7.1886**	**0.0204**	**3.6700e-003**	**0.3324**	**0.3361**	**5.6000e-004**	**0.3058**	**0.3064**	**0.0000**	**1,972.4065**	**1,972.4065**	**0.6379**		**1,988.3544**

3.3 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	0.1625	5.0407	1.3176	0.0151	5.3257	0.0145	5.3402	1.3172	0.0139	1.3311		1,643.6335	1,643.6335	0.1170		1,646.5590
Vendor	0.0120	0.3683	0.1063	9.9000e-004	0.0256	7.2000e-004	0.0263	7.3700e-003	6.9000e-004	8.0600e-003		105.9881	105.9881	6.6600e-003		106.1546
Worker	0.1254	0.0825	0.9497	2.9100e-003	0.3130	2.4500e-003	0.3154	0.0830	2.2600e-003	0.0853		289.6795	289.6795	7.9800e-003		289.8789
Total	**0.2999**	**5.4914**	**2.3736**	**0.0190**	**5.6643**	**0.0177**	**5.6820**	**1.4076**	**0.0169**	**1.4245**		**2,039.3010**	**2,039.3010**	**0.1317**		**2,042.5925**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1600e-003	0.0000	8.1600e-003	1.2400e-003	0.0000	1.2400e-003			0.0000			0.0000
Off-Road	0.7552	7.4037	7.1251	0.0204		0.3012	0.3012		0.2771	0.2771		1,974.3281	1,974.3281	0.6385		1,990.2916
Total	**0.7552**	**7.4037**	**7.1251**	**0.0204**	**8.1600e-003**	**0.3012**	**0.3093**	**1.2400e-003**	**0.2771**	**0.2783**		**1,974.3281**	**1,974.3281**	**0.6385**		**1,990.2916**

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1067	3.3109	1.1852	0.0145	0.5287	6.1200e-003	0.5349	0.1398	5.8600e-003	0.1457		1,575.2764	1,575.2764	0.1083		1,577.9849
Vendor	8.9000e-003	0.2790	0.0945	9.6000e-004	0.0256	3.4000e-004	0.0260	7.3700e-003	3.3000e-004	7.7000e-003		102.6965	102.6965	5.8600e-003		102.8431
Worker	0.1181	0.0746	0.8730	2.8000e-003	0.3130	2.3800e-003	0.3154	0.0830	2.1900e-003	0.0852		279.0818	279.0818	7.1800e-003		279.2613
Total	**0.2337**	**3.6644**	**2.1526**	**0.0182**	**0.8673**	**8.8400e-003**	**0.8762**	**0.2302**	**8.3800e-003**	**0.2386**		**1,957.0547**	**1,957.0547**	**0.1214**		**1,960.0893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.6700e-003	0.0000	3.6700e-003	5.6000e-004	0.0000	5.6000e-004			0.0000			0.0000
Off-Road	0.7552	7.4037	7.1251	0.0204		0.3012	0.3012		0.2771	0.2771	0.0000	1,974.3281	1,974.3281	0.6385		1,990.2916
Total	**0.7552**	**7.4037**	**7.1251**	**0.0204**	**3.6700e-003**	**0.3012**	**0.3048**	**5.6000e-004**	**0.2771**	**0.2776**	**0.0000**	**1,974.3281**	**1,974.3281**	**0.6385**		**1,990.2916**

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1067	3.3109	1.1852	0.0145	0.5287	6.1200e-003	0.5349	0.1398	5.8600e-003	0.1457		1,575.2764	1,575.2764	0.1083		1,577.9849
Vendor	8.9000e-003	0.2790	0.0945	9.6000e-004	0.0256	3.4000e-004	0.0260	7.3700e-003	3.3000e-004	7.7000e-003		102.6965	102.6965	5.8600e-003		102.8431
Worker	0.1181	0.0746	0.8730	2.8000e-003	0.3130	2.3800e-003	0.3154	0.0830	2.1900e-003	0.0852		279.0818	279.0818	7.1800e-003		279.2613
Total	**0.2337**	**3.6644**	**2.1526**	**0.0182**	**0.8673**	**8.8400e-003**	**0.8762**	**0.2302**	**8.3800e-003**	**0.2386**		**1,957.0547**	**1,957.0547**	**0.1214**		**1,960.0893**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1600e-003	0.0000	8.1600e-003	1.2400e-003	0.0000	1.2400e-003			0.0000			0.0000
Off-Road	0.7225	6.8081	7.0781	0.0204		0.2776	0.2776		0.2553	0.2553		1,976.4361	1,976.4361	0.6392		1,992.4165
Total	**0.7225**	**6.8081**	**7.0781**	**0.0204**	**8.1600e-003**	**0.2776**	**0.2857**	**1.2400e-003**	**0.2553**	**0.2566**		**1,976.4361**	**1,976.4361**	**0.6392**		**1,992.4165**

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1069	3.2884	1.1969	0.0144	0.8340	6.0500e-003	0.8400	0.2147	5.7900e-003	0.2205		1,568.2985	1,568.2985	0.1082		1,571.0046
Vendor	8.6800e-003	0.2780	0.0916	9.5000e-004	0.0256	3.3000e-004	0.0259	7.3700e-003	3.2000e-004	7.6900e-003		102.2982	102.2982	5.7800e-003		102.4426
Worker	0.1121	0.0680	0.8127	2.7100e-003	0.3130	2.3500e-003	0.3153	0.0830	2.1600e-003	0.0852		270.4251	270.4251	6.5800e-003		270.5896
Total	**0.2277**	**3.6344**	**2.1012**	**0.0181**	**1.1725**	**8.7300e-003**	**1.1813**	**0.3051**	**8.2700e-003**	**0.3134**		**1,941.0218**	**1,941.0218**	**0.1206**		**1,944.0368**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.6700e-003	0.0000	3.6700e-003	5.6000e-004	0.0000	5.6000e-004			0.0000			0.0000
Off-Road	0.7225	6.8081	7.0781	0.0204		0.2776	0.2776		0.2553	0.2553	0.0000	1,976.4360	1,976.4360	0.6392		1,992.4165
Total	**0.7225**	**6.8081**	**7.0781**	**0.0204**	**3.6700e-003**	**0.2776**	**0.2812**	**5.6000e-004**	**0.2553**	**0.2559**	**0.0000**	**1,976.4360**	**1,976.4360**	**0.6392**		**1,992.4165**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1069	3.2884	1.1969	0.0144	0.8340	6.0500e-003	0.8400	0.2147	5.7900e-003	0.2205		1,568.2985	1,568.2985	0.1082		1,571.0046
Vendor	8.6800e-003	0.2780	0.0916	9.5000e-004	0.0256	3.3000e-004	0.0259	7.3700e-003	3.2000e-004	7.6900e-003		102.2982	102.2982	5.7800e-003		102.4426
Worker	0.1121	0.0680	0.8127	2.7100e-003	0.3130	2.3500e-003	0.3153	0.0830	2.1600e-003	0.0852		270.4251	270.4251	6.5800e-003		270.5896
Total	**0.2277**	**3.6344**	**2.1012**	**0.0181**	**1.1725**	**8.7300e-003**	**1.1813**	**0.3051**	**8.2700e-003**	**0.3134**		**1,941.0218**	**1,941.0218**	**0.1206**		**1,944.0368**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0785	25.1712	30.8677	0.0623		1.1611	1.1611		1.1242	1.1242		5,949.4411	5,949.4411	0.9227		5,972.5084
Total	**3.0785**	**25.1712**	**30.8677**	**0.0623**		**1.1611**	**1.1611**		**1.1242**	**1.1242**		**5,949.4411**	**5,949.4411**	**0.9227**		**5,972.5084**

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0434	1.3898	0.4580	4.7700e-003	0.1281	1.6700e-003	0.1297	0.0369	1.6000e-003	0.0385		511.4911	511.4911	0.0289		512.2130
Worker	0.0160	9.7200e-003	0.1161	3.9000e-004	0.0447	3.4000e-004	0.0451	0.0119	3.1000e-004	0.0122		38.6322	38.6322	9.4000e-004		38.6557
Total	**0.0594**	**1.3995**	**0.5741**	**5.1600e-003**	**0.1728**	**2.0100e-003**	**0.1748**	**0.0487**	**1.9100e-003**	**0.0506**		**550.1233**	**550.1233**	**0.0298**		**550.8687**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.0785	25.1712	30.8677	0.0623		1.1611	1.1611		1.1242	1.1242	0.0000	5,949.4410	5,949.4410	0.9227		5,972.5084
Total	**3.0785**	**25.1712**	**30.8677**	**0.0623**		**1.1611**	**1.1611**		**1.1242**	**1.1242**	**0.0000**	**5,949.4410**	**5,949.4410**	**0.9227**		**5,972.5084**

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0434	1.3898	0.4580	4.7700e-003	0.1281	1.6700e-003	0.1297	0.0369	1.6000e-003	0.0385		511.4911	511.4911	0.0289		512.2130
Worker	0.0160	9.7200e-003	0.1161	3.9000e-004	0.0447	3.4000e-004	0.0451	0.0119	3.1000e-004	0.0122		38.6322	38.6322	9.4000e-004		38.6557
Total	**0.0594**	**1.3995**	**0.5741**	**5.1600e-003**	**0.1728**	**2.0100e-003**	**0.1748**	**0.0487**	**1.9100e-003**	**0.0506**		**550.1233**	**550.1233**	**0.0298**		**550.8687**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692		5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**		**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0423	1.3780	0.4463	4.7400e-003	0.1281	1.6400e-003	0.1297	0.0369	1.5700e-003	0.0384		508.7485	508.7485	0.0284		509.4595
Worker	0.0153	8.8900e-003	0.1077	3.7000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		37.1367	37.1367	8.6000e-004		37.1581
Total	**0.0576**	**1.3869**	**0.5540**	**5.1100e-003**	**0.1728**	**1.9700e-003**	**0.1747**	**0.0487**	**1.8700e-003**	**0.0506**		**545.8852**	**545.8852**	**0.0293**		**546.6176**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692	0.0000	5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**	**0.0000**	**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0423	1.3780	0.4463	4.7400e-003	0.1281	1.6400e-003	0.1297	0.0369	1.5700e-003	0.0384		508.7485	508.7485	0.0284		509.4595
Worker	0.0153	8.8900e-003	0.1077	3.7000e-004	0.0447	3.3000e-004	0.0450	0.0119	3.0000e-004	0.0122		37.1367	37.1367	8.6000e-004		37.1581
Total	**0.0576**	**1.3869**	**0.5540**	**5.1100e-003**	**0.1728**	**1.9700e-003**	**0.1747**	**0.0487**	**1.8700e-003**	**0.0506**		**545.8852**	**545.8852**	**0.0293**		**546.6176**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269		1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**		**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0437	0.5224	1.7400e-003	0.2012	1.5100e-003	0.2027	0.0534	1.3900e-003	0.0548		173.8447	173.8447	4.2300e-003		173.9504
Total	**0.0721**	**0.0437**	**0.5224**	**1.7400e-003**	**0.2012**	**1.5100e-003**	**0.2027**	**0.0534**	**1.3900e-003**	**0.0548**		**173.8447**	**173.8447**	**4.2300e-003**		**173.9504**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5904	5.2297	7.0314	0.0113		0.2429	0.2429		0.2269	0.2269	0.0000	1,036.2393	1,036.2393	0.3019		1,043.7858
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5904**	**5.2297**	**7.0314**	**0.0113**		**0.2429**	**0.2429**		**0.2269**	**0.2269**	**0.0000**	**1,036.2393**	**1,036.2393**	**0.3019**		**1,043.7858**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.0437	0.5224	1.7400e-003	0.2012	1.5100e-003	0.2027	0.0534	1.3900e-003	0.0548		173.8447	173.8447	4.2300e-003		173.9504
Total	**0.0721**	**0.0437**	**0.5224**	**1.7400e-003**	**0.2012**	**1.5100e-003**	**0.2027**	**0.0534**	**1.3900e-003**	**0.0548**		**173.8447**	**173.8447**	**4.2300e-003**		**173.9504**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**		**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0400	0.4848	1.6800e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		167.1150	167.1150	3.8600e-003		167.2114
Total	**0.0687**	**0.0400**	**0.4848**	**1.6800e-003**	**0.2012**	**1.4800e-003**	**0.2027**	**0.0534**	**1.3600e-003**	**0.0547**		**167.1150**	**167.1150**	**3.8600e-003**		**167.2114**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**	**0.0000**	**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0400	0.4848	1.6800e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		167.1150	167.1150	3.8600e-003		167.2114
Total	**0.0687**	**0.0400**	**0.4848**	**1.6800e-003**	**0.2012**	**1.4800e-003**	**0.2027**	**0.0534**	**1.3600e-003**	**0.0547**		**167.1150**	**167.1150**	**3.8600e-003**		**167.2114**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**0.8220**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0000e-003	2.4300e-003	0.0290	1.0000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.6580	9.6580	2.4000e-004		9.6639
Total	**4.0000e-003**	**2.4300e-003**	**0.0290**	**1.0000e-004**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.6580**	**9.6580**	**2.4000e-004**		**9.6639**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**0.8220**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0000e-003	2.4300e-003	0.0290	1.0000e-004	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.6580	9.6580	2.4000e-004		9.6639
Total	**4.0000e-003**	**2.4300e-003**	**0.0290**	**1.0000e-004**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.6580**	**9.6580**	**2.4000e-004**		**9.6639**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.8100e-003	2.2200e-003	0.0269	9.0000e-005	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.2842	9.2842	2.1000e-004		9.2895
Total	**3.8100e-003**	**2.2200e-003**	**0.0269**	**9.0000e-005**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.2842**	**9.2842**	**2.1000e-004**		**9.2895**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.8100e-003	2.2200e-003	0.0269	9.0000e-005	0.0112	8.0000e-005	0.0113	2.9600e-003	8.0000e-005	3.0400e-003		9.2842	9.2842	2.1000e-004		9.2895
Total	**3.8100e-003**	**2.2200e-003**	**0.0269**	**9.0000e-005**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**		**9.2842**	**9.2842**	**2.1000e-004**		**9.2895**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.544210	0.044379	0.208611	0.117175	0.014456	0.006301	0.020907	0.032661	0.002589	0.001903	0.005267	0.000705	0.000834

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1838	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	0.1838	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1604					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1838**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1604					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1838**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Beverly Hills North Portal Project (Canon Drive Staging Yard Alt)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.14	6,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2027
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Beverly Hills North Portal Project (Canon Drive Staging Yard Alt) - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - Lot acreage accounts for 6,200 sq. ft. project footprint.

Construction Phase - Assumes an average construction duration of 3 years. Construction subphasing based on App E Construction Methods, General Sequence of Construction Activities.

Off-road Equipment - Other construction equipment to account for jackhammers.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Pneumatic tools assumed to be powered by generator/air compressor. Some equipment assumed to require overnight work.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Grading - Assumes all excavated material es exported (17,550 CY). Material imported (6,500 CY) includes material during building construction and backfill.

Trips and VMT - Assumes 11 workers during excavation phase. Default workers for other phases. Assumes 8 daily vendor trips during BC, 1 vendor trip and 8 daily haul trucks during excavation phase.

Architectural Coating -

Energy Use - Assumes lighting energy consumption to be 13% of typical station consumption. Percentage based on project footprint.

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	NumDays	100.00	133.00
tblConstructionPhase	NumDays	10.00	263.00
tblConstructionPhase	NumDays	2.00	436.00
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	PhaseEndDate	6/18/2024	1/5/2027
tblConstructionPhase	PhaseEndDate	6/4/2024	1/5/2027
tblConstructionPhase	PhaseEndDate	1/12/2024	1/1/2025
tblConstructionPhase	PhaseEndDate	1/16/2024	8/3/2026
tblConstructionPhase	PhaseEndDate	6/11/2024	1/5/2027
tblConstructionPhase	PhaseStartDate	6/12/2024	7/3/2026

tblConstructionPhase	PhaseStartDate	1/17/2024	7/3/2026
tblConstructionPhase	PhaseStartDate	1/13/2024	12/1/2024
tblConstructionPhase	PhaseStartDate	6/5/2024	7/3/2026
tblEnergyUse	LightingElect	0.00	1.08
tblGrading	MaterialExported	0.00	17,550.00
tblGrading	MaterialImported	0.00	6,500.00
tblLandUse	LandUseSquareFeet	0.00	6,200.00
tblLandUse	LotAcreage	0.00	0.14
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
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tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00

tblTripsAndVMT	HaulingTripNumber	4,463.00	6,976.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	2.00	16.00
tblTripsAndVMT	WorkerTripNumber	8.00	22.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1816	1.6477	2.2619	3.8000e-003	0.0686	0.0786	0.1472	0.0172	0.0735	0.0907	0.0000	334.5638	334.5638	0.0802	0.0000	336.5691
2025	0.1118	1.1909	1.1341	4.5200e-003	0.0885	0.0345	0.1230	0.0234	0.0318	0.0551	0.0000	415.0406	415.0406	0.0869	0.0000	417.2139
2026	0.3494	2.6681	3.2884	7.9900e-003	0.0940	0.1029	0.1969	0.0246	0.0983	0.1229	0.0000	706.7400	706.7400	0.1248	0.0000	709.8592
2027	6.5600e-003	0.0456	0.0607	1.2000e-004	5.3000e-004	1.9100e-003	2.4400e-003	1.4000e-004	1.8400e-003	1.9900e-003	0.0000	10.7212	10.7212	1.7100e-003	0.0000	10.7639
Maximum	**0.3494**	**2.6681**	**3.2884**	**7.9900e-003**	**0.0940**	**0.1029**	**0.1969**	**0.0246**	**0.0983**	**0.1229**	**0.0000**	**706.7400**	**706.7400**	**0.1248**	**0.0000**	**709.8592**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.1816	1.6477	2.2619	3.8000e-003	0.0679	0.0786	0.1465	0.0171	0.0735	0.0906	0.0000	334.5635	334.5635	0.0802	0.0000	336.5687
2025	0.1118	1.1909	1.1341	4.5200e-003	0.0878	0.0345	0.1223	0.0232	0.0318	0.0550	0.0000	415.0404	415.0404	0.0869	0.0000	417.2136
2026	0.3494	2.6681	3.2884	7.9900e-003	0.0933	0.1029	0.1962	0.0245	0.0983	0.1228	0.0000	706.7393	706.7393	0.1248	0.0000	709.8585
2027	6.5600e-003	0.0456	0.0607	1.2000e-004	5.3000e-004	1.9100e-003	2.4400e-003	1.4000e-004	1.8400e-003	1.9900e-003	0.0000	10.7212	10.7212	1.7100e-003	0.0000	10.7639
Maximum	**0.3494**	**2.6681**	**3.2884**	**7.9900e-003**	**0.0933**	**0.1029**	**0.1962**	**0.0245**	**0.0983**	**0.1228**	**0.0000**	**706.7393**	**706.7393**	**0.1248**	**0.0000**	**709.8585**

	ROG	NOx	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**	**0.89**	**0.00**	**0.48**	**0.51**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2024**	**3-31-2024**	0.4251	0.4251
2	**4-1-2024**	**6-30-2024**	0.4248	0.4248
3	**7-1-2024**	**9-30-2024**	0.4295	0.4295
4	**10-1-2024**	**12-31-2024**	0.5464	0.5464
5	**1-1-2025**	**3-31-2025**	0.3223	0.3223
6	**4-1-2025**	**6-30-2025**	0.3206	0.3206
7	**7-1-2025**	**9-30-2025**	0.3241	0.3241
8	**10-1-2025**	**12-31-2025**	0.3252	0.3252

9	**1-1-2026**	**3-31-2026**	0.3166	0.3166
10	**4-1-2026**	**6-30-2026**	0.3190	0.3190
11	**7-1-2026**	**9-30-2026**	1.2367	1.2367
12	**10-1-2026**	**12-31-2026**	1.1427	1.1427
13	**1-1-2027**	**3-31-2027**	0.0621	0.0621
		Highest	1.2367	1.2367

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0267	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1243	2.1243	9.0000e-005	2.0000e-005	2.1319
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0267**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.1243**	**2.1243**	**9.0000e-005**	**2.0000e-005**	**2.1319**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0267	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1243	2.1243	9.0000e-005	2.0000e-005	2.1319
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0267**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.1243**	**2.1243**	**9.0000e-005**	**2.0000e-005**	**2.1319**

	ROG	NOx	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

Beverly Hills North Portal Project (Canon Drive Staging Yard Alt) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2024	1/1/2025	5	263	
2	Grading	Grading	12/1/2024	8/3/2026	5	436	
3	Building Construction	Building Construction	7/3/2026	1/5/2027	5	133	
4	Paving	Paving	7/3/2026	1/5/2027	5	133	
5	Architectural Coating	Architectural Coating	7/3/2026	1/5/2027	5	133	

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: 13,800; Non-Residential Outdoor: 4,600; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Beverly Hills North Portal Project (Canon Drive Staging Yard Alt) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Other Construction Equipment	2	8.00	172	0.42
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Cranes	1	8.00	231	0.29
Building Construction	Pumps	0	0.00	84	0.74
Building Construction	Pumps	1	16.00	84	0.74
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Generator Sets	1	16.00	84	0.74
Building Construction	Air Compressors	1	16.00	78	0.48
Building Construction	Sweepers/Scrubbers	1	16.00	64	0.46
Building Construction	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	22.00	2.00	6,976.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 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	0.1657	1.5370	2.1152	3.2600e-003		0.0753	0.0753		0.0704	0.0704	0.0000	284.3498	284.3498	0.0725	0.0000	286.1631
Total	**0.1657**	**1.5370**	**2.1152**	**3.2600e-003**		**0.0753**	**0.0753**		**0.0704**	**0.0704**	**0.0000**	**284.3498**	**284.3498**	**0.0725**	**0.0000**	**286.1631**

3.2 Demolition - 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	6.1200e-003	4.2500e-003	0.0508	1.7000e-004	0.0187	1.4000e-004	0.0188	4.9600e-003	1.3000e-004	5.0900e-003	0.0000	15.1693	15.1693	3.7000e-004	0.0000	15.1785
Total	**6.1200e-003**	**4.2500e-003**	**0.0508**	**1.7000e-004**	**0.0187**	**1.4000e-004**	**0.0188**	**4.9600e-003**	**1.3000e-004**	**5.0900e-003**	**0.0000**	**15.1693**	**15.1693**	**3.7000e-004**	**0.0000**	**15.1785**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1657	1.5370	2.1152	3.2600e-003		0.0753	0.0753		0.0704	0.0704	0.0000	284.3495	284.3495	0.0725	0.0000	286.1628
Total	**0.1657**	**1.5370**	**2.1152**	**3.2600e-003**		**0.0753**	**0.0753**		**0.0704**	**0.0704**	**0.0000**	**284.3495**	**284.3495**	**0.0725**	**0.0000**	**286.1628**

3.2 Demolition - 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	6.1200e-003	4.2500e-003	0.0508	1.7000e-004	0.0187	1.4000e-004	0.0188	4.9600e-003	1.3000e-004	5.0900e-003	0.0000	15.1693	15.1693	3.7000e-004	0.0000	15.1785
Total	**6.1200e-003**	**4.2500e-003**	**0.0508**	**1.7000e-004**	**0.0187**	**1.4000e-004**	**0.0188**	**4.9600e-003**	**1.3000e-004**	**5.0900e-003**	**0.0000**	**15.1693**	**15.1693**	**3.7000e-004**	**0.0000**	**15.1785**

3.2 Demolition - 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	5.8000e-004	5.2300e-003	8.0500e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.3000e-004	2.3000e-004	0.0000	1.0859	1.0859	2.8000e-004	0.0000	1.0928
Total	**5.8000e-004**	**5.2300e-003**	**8.0500e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**1.0859**	**1.0859**	**2.8000e-004**	**0.0000**	**1.0928**

3.2 Demolition - 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	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0557	0.0557	0.0000	0.0000	0.0557
Total	**2.0000e-005**	**1.0000e-005**	**1.8000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0557**	**0.0557**	**0.0000**	**0.0000**	**0.0557**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.8000e-004	5.2300e-003	8.0500e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.3000e-004	2.3000e-004	0.0000	1.0859	1.0859	2.8000e-004	0.0000	1.0928
Total	**5.8000e-004**	**5.2300e-003**	**8.0500e-003**	**1.0000e-005**		**2.4000e-004**	**2.4000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**1.0859**	**1.0859**	**2.8000e-004**	**0.0000**	**1.0928**

3.2 Demolition - 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	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0557	0.0557	0.0000	0.0000	0.0557
Total	**2.0000e-005**	**1.0000e-005**	**1.8000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0557**	**0.0557**	**0.0000**	**0.0000**	**0.0557**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3600e-003	0.0000	1.3600e-003	2.1000e-004	0.0000	2.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9500e-003	0.0749	0.0779	2.2000e-004		3.0500e-003	3.0500e-003		2.8100e-003	2.8100e-003	0.0000	19.7229	19.7229	6.3800e-003	0.0000	19.8824
Total	**7.9500e-003**	**0.0749**	**0.0779**	**2.2000e-004**	**1.3600e-003**	**3.0500e-003**	**4.4100e-003**	**2.1000e-004**	**2.8100e-003**	**3.0200e-003**	**0.0000**	**19.7229**	**19.7229**	**6.3800e-003**	**0.0000**	**19.8824**

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.3000e-004	0.0295	0.0103	1.3000e-004	0.0458	5.0000e-005	0.0459	0.0113	5.0000e-005	0.0114	0.0000	12.6476	12.6476	8.5000e-004	0.0000	12.6689
Vendor	5.0000e-005	1.5500e-003	4.8000e-004	1.0000e-005	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5186	0.5186	3.0000e-005	0.0000	0.5193
Worker	8.7000e-004	6.0000e-004	7.2200e-003	2.0000e-005	2.6500e-003	2.0000e-005	2.6700e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.1556	2.1556	5.0000e-005	0.0000	2.1569
Total	**1.8500e-003**	**0.0316**	**0.0180**	**1.6000e-004**	**0.0486**	**7.0000e-005**	**0.0487**	**0.0121**	**7.0000e-005**	**0.0122**	**0.0000**	**15.3218**	**15.3218**	**9.3000e-004**	**0.0000**	**15.3451**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.1000e-004	0.0000	6.1000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9500e-003	0.0749	0.0779	2.2000e-004		3.0500e-003	3.0500e-003		2.8100e-003	2.8100e-003	0.0000	19.7229	19.7229	6.3800e-003	0.0000	19.8824
Total	**7.9500e-003**	**0.0749**	**0.0779**	**2.2000e-004**	**6.1000e-004**	**3.0500e-003**	**3.6600e-003**	**9.0000e-005**	**2.8100e-003**	**2.9000e-003**	**0.0000**	**19.7229**	**19.7229**	**6.3800e-003**	**0.0000**	**19.8824**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.3000e-004	0.0295	0.0103	1.3000e-004	0.0458	5.0000e-005	0.0459	0.0113	5.0000e-005	0.0114	0.0000	12.6476	12.6476	8.5000e-004	0.0000	12.6689
Vendor	5.0000e-005	1.5500e-003	4.8000e-004	1.0000e-005	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5186	0.5186	3.0000e-005	0.0000	0.5193
Worker	8.7000e-004	6.0000e-004	7.2200e-003	2.0000e-005	2.6500e-003	2.0000e-005	2.6700e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.1556	2.1556	5.0000e-005	0.0000	2.1569
Total	**1.8500e-003**	**0.0316**	**0.0180**	**1.6000e-004**	**0.0486**	**7.0000e-005**	**0.0487**	**0.0121**	**7.0000e-005**	**0.0122**	**0.0000**	**15.3218**	**15.3218**	**9.3000e-004**	**0.0000**	**15.3451**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3600e-003	0.0000	1.3600e-003	2.1000e-004	0.0000	2.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0899	0.8163	0.9177	2.6700e-003		0.0334	0.0334		0.0307	0.0307	0.0000	233.9830	233.9830	0.0757	0.0000	235.8748
Total	**0.0899**	**0.8163**	**0.9177**	**2.6700e-003**	**1.3600e-003**	**0.0334**	**0.0347**	**2.1000e-004**	**0.0307**	**0.0309**	**0.0000**	**233.9830**	**233.9830**	**0.0757**	**0.0000**	**235.8748**

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0110	0.3446	0.1230	1.5100e-003	0.0540	6.1000e-004	0.0546	0.0143	5.9000e-004	0.0149	0.0000	149.2140	149.2140	0.0101	0.0000	149.4661
Vendor	5.4000e-004	0.0183	5.6000e-003	6.0000e-005	1.6400e-003	2.0000e-005	1.6700e-003	4.7000e-004	2.0000e-005	4.9000e-004	0.0000	6.1193	6.1193	3.3000e-004	0.0000	6.1275
Worker	9.8100e-003	6.5600e-003	0.0795	2.7000e-004	0.0315	2.4000e-004	0.0317	8.3600e-003	2.2000e-004	8.5700e-003	0.0000	24.5829	24.5829	5.7000e-004	0.0000	24.5971
Total	**0.0213**	**0.3694**	**0.2081**	**1.8400e-003**	**0.0871**	**8.7000e-004**	**0.0880**	**0.0231**	**8.3000e-004**	**0.0239**	**0.0000**	**179.9161**	**179.9161**	**0.0110**	**0.0000**	**180.1906**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.1000e-004	0.0000	6.1000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0899	0.8163	0.9177	2.6700e-003		0.0334	0.0334		0.0307	0.0307	0.0000	233.9827	233.9827	0.0757	0.0000	235.8746
Total	**0.0899**	**0.8163**	**0.9177**	**2.6700e-003**	**6.1000e-004**	**0.0334**	**0.0340**	**9.0000e-005**	**0.0307**	**0.0308**	**0.0000**	**233.9827**	**233.9827**	**0.0757**	**0.0000**	**235.8746**

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0110	0.3446	0.1230	1.5100e-003	0.0540	6.1000e-004	0.0546	0.0143	5.9000e-004	0.0149	0.0000	149.2140	149.2140	0.0101	0.0000	149.4661
Vendor	5.4000e-004	0.0183	5.6000e-003	6.0000e-005	1.6400e-003	2.0000e-005	1.6700e-003	4.7000e-004	2.0000e-005	4.9000e-004	0.0000	6.1193	6.1193	3.3000e-004	0.0000	6.1275
Worker	9.8100e-003	6.5600e-003	0.0795	2.7000e-004	0.0315	2.4000e-004	0.0317	8.3600e-003	2.2000e-004	8.5700e-003	0.0000	24.5829	24.5829	5.7000e-004	0.0000	24.5971
Total	**0.0213**	**0.3694**	**0.2081**	**1.8400e-003**	**0.0871**	**8.7000e-004**	**0.0880**	**0.0231**	**8.3000e-004**	**0.0239**	**0.0000**	**179.9161**	**179.9161**	**0.0110**	**0.0000**	**180.1906**

3.3 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3600e-003	0.0000	1.3600e-003	2.1000e-004	0.0000	2.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0527	0.4785	0.5380	1.5600e-003		0.0196	0.0196		0.0180	0.0180	0.0000	137.1624	137.1624	0.0444	0.0000	138.2715
Total	**0.0527**	**0.4785**	**0.5380**	**1.5600e-003**	**1.3600e-003**	**0.0196**	**0.0209**	**2.1000e-004**	**0.0180**	**0.0182**	**0.0000**	**137.1624**	**137.1624**	**0.0444**	**0.0000**	**138.2715**

3.3 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.3700e-003	0.1989	0.0725	8.8000e-004	0.0503	3.5000e-004	0.0507	0.0130	3.4000e-004	0.0133	0.0000	87.0038	87.0038	5.8900e-003	0.0000	87.1510
Vendor	3.1000e-004	0.0106	3.2100e-003	4.0000e-005	9.6000e-004	1.0000e-005	9.8000e-004	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	3.5683	3.5683	1.9000e-004	0.0000	3.5730
Worker	5.5000e-003	3.5400e-003	0.0436	1.5000e-004	0.0184	1.3000e-004	0.0186	4.9000e-003	1.2000e-004	5.0200e-003	0.0000	13.9101	13.9101	3.0000e-004	0.0000	13.9177
Total	**0.0122**	**0.2130**	**0.1193**	**1.0700e-003**	**0.0697**	**4.9000e-004**	**0.0702**	**0.0181**	**4.7000e-004**	**0.0186**	**0.0000**	**104.4822**	**104.4822**	**6.3800e-003**	**0.0000**	**104.6418**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					6.1000e-004	0.0000	6.1000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0527	0.4785	0.5380	1.5600e-003		0.0196	0.0196		0.0180	0.0180	0.0000	137.1623	137.1623	0.0444	0.0000	138.2713
Total	**0.0527**	**0.4785**	**0.5380**	**1.5600e-003**	**6.1000e-004**	**0.0196**	**0.0202**	**9.0000e-005**	**0.0180**	**0.0181**	**0.0000**	**137.1623**	**137.1623**	**0.0444**	**0.0000**	**138.2713**

3.3 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.3700e-003	0.1989	0.0725	8.8000e-004	0.0503	3.5000e-004	0.0507	0.0130	3.4000e-004	0.0133	0.0000	87.0038	87.0038	5.8900e-003	0.0000	87.1510
Vendor	3.1000e-004	0.0106	3.2100e-003	4.0000e-005	9.6000e-004	1.0000e-005	9.8000e-004	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	3.5683	3.5683	1.9000e-004	0.0000	3.5730
Worker	5.5000e-003	3.5400e-003	0.0436	1.5000e-004	0.0184	1.3000e-004	0.0186	4.9000e-003	1.2000e-004	5.0200e-003	0.0000	13.9101	13.9101	3.0000e-004	0.0000	13.9177
Total	**0.0122**	**0.2130**	**0.1193**	**1.0700e-003**	**0.0697**	**4.9000e-004**	**0.0702**	**0.0181**	**4.7000e-004**	**0.0186**	**0.0000**	**104.4822**	**104.4822**	**6.3800e-003**	**0.0000**	**104.6418**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1881	1.5070	1.9964	4.0500e-003		0.0651	0.0651		0.0630	0.0630	0.0000	350.7821	350.7821	0.0538	0.0000	352.1261
Total	**0.1881**	**1.5070**	**1.9964**	**4.0500e-003**		**0.0651**	**0.0651**		**0.0630**	**0.0630**	**0.0000**	**350.7821**	**350.7821**	**0.0538**	**0.0000**	**352.1261**

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0900e-003	0.0721	0.0219	2.5000e-004	6.5500e-003	8.0000e-005	6.6300e-003	1.8900e-003	8.0000e-005	1.9700e-003	0.0000	24.2551	24.2551	1.2800e-003	0.0000	24.2872
Worker	8.5000e-004	5.5000e-004	6.7300e-003	2.0000e-005	2.8500e-003	2.0000e-005	2.8700e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.1489	2.1489	5.0000e-005	0.0000	2.1501
Total	**2.9400e-003**	**0.0726**	**0.0286**	**2.7000e-004**	**9.4000e-003**	**1.0000e-004**	**9.5000e-003**	**2.6500e-003**	**1.0000e-004**	**2.7500e-003**	**0.0000**	**26.4040**	**26.4040**	**1.3300e-003**	**0.0000**	**26.4373**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1881	1.5070	1.9964	4.0500e-003		0.0651	0.0651		0.0630	0.0630	0.0000	350.7816	350.7816	0.0538	0.0000	352.1257
Total	**0.1881**	**1.5070**	**1.9964**	**4.0500e-003**		**0.0651**	**0.0651**		**0.0630**	**0.0630**	**0.0000**	**350.7816**	**350.7816**	**0.0538**	**0.0000**	**352.1257**

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0900e-003	0.0721	0.0219	2.5000e-004	6.5500e-003	8.0000e-005	6.6300e-003	1.8900e-003	8.0000e-005	1.9700e-003	0.0000	24.2551	24.2551	1.2800e-003	0.0000	24.2872
Worker	8.5000e-004	5.5000e-004	6.7300e-003	2.0000e-005	2.8500e-003	2.0000e-005	2.8700e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.1489	2.1489	5.0000e-005	0.0000	2.1501
Total	**2.9400e-003**	**0.0726**	**0.0286**	**2.7000e-004**	**9.4000e-003**	**1.0000e-004**	**9.5000e-003**	**2.6500e-003**	**1.0000e-004**	**2.7500e-003**	**0.0000**	**26.4040**	**26.4040**	**1.3300e-003**	**0.0000**	**26.4373**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.3400e-003	0.0348	0.0461	9.0000e-005		1.5000e-003	1.5000e-003		1.4500e-003	1.4500e-003	0.0000	8.0950	8.0950	1.2400e-003	0.0000	8.1260
Total	**4.3400e-003**	**0.0348**	**0.0461**	**9.0000e-005**		**1.5000e-003**	**1.5000e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**8.0950**	**8.0950**	**1.2400e-003**	**0.0000**	**8.1260**

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.6500e-003	5.0000e-004	1.0000e-005	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.5571	0.5571	3.0000e-005	0.0000	0.5578
Worker	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0480	0.0480	0.0000	0.0000	0.0480
Total	**7.0000e-005**	**1.6600e-003**	**6.5000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.6051**	**0.6051**	**3.0000e-005**	**0.0000**	**0.6058**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	4.3400e-003	0.0348	0.0461	9.0000e-005		1.5000e-003	1.5000e-003		1.4500e-003	1.4500e-003	0.0000	8.0950	8.0950	1.2400e-003	0.0000	8.1260
Total	**4.3400e-003**	**0.0348**	**0.0461**	**9.0000e-005**		**1.5000e-003**	**1.5000e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**8.0950**	**8.0950**	**1.2400e-003**	**0.0000**	**8.1260**

3.4 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.6500e-003	5.0000e-004	1.0000e-005	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.5571	0.5571	3.0000e-005	0.0000	0.5578
Worker	2.0000e-005	1.0000e-005	1.5000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0480	0.0480	0.0000	0.0000	0.0480
Total	**7.0000e-005**	**1.6600e-003**	**6.5000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.6051**	**0.6051**	**3.0000e-005**	**0.0000**	**0.6058**

3.5 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0367	0.3198	0.4567	7.3000e-004		0.0142	0.0142		0.0133	0.0133	0.0000	61.1058	61.1058	0.0178	0.0000	61.5508
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0367**	**0.3198**	**0.4567**	**7.3000e-004**		**0.0142**	**0.0142**		**0.0133**	**0.0133**	**0.0000**	**61.1058**	**61.1058**	**0.0178**	**0.0000**	**61.5508**

3.5 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8200e-003	2.4600e-003	0.0303	1.1000e-004	0.0128	9.0000e-005	0.0129	3.4100e-003	9.0000e-005	3.4900e-003	0.0000	9.6701	9.6701	2.1000e-004	0.0000	9.6754
Total	**3.8200e-003**	**2.4600e-003**	**0.0303**	**1.1000e-004**	**0.0128**	**9.0000e-005**	**0.0129**	**3.4100e-003**	**9.0000e-005**	**3.4900e-003**	**0.0000**	**9.6701**	**9.6701**	**2.1000e-004**	**0.0000**	**9.6754**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0367	0.3198	0.4567	7.3000e-004		0.0142	0.0142		0.0133	0.0133	0.0000	61.1057	61.1057	0.0178	0.0000	61.5507
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0367**	**0.3198**	**0.4567**	**7.3000e-004**		**0.0142**	**0.0142**		**0.0133**	**0.0133**	**0.0000**	**61.1057**	**61.1057**	**0.0178**	**0.0000**	**61.5507**

3.5 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8200e-003	2.4600e-003	0.0303	1.1000e-004	0.0128	9.0000e-005	0.0129	3.4100e-003	9.0000e-005	3.4900e-003	0.0000	9.6701	9.6701	2.1000e-004	0.0000	9.6754
Total	**3.8200e-003**	**2.4600e-003**	**0.0303**	**1.1000e-004**	**0.0128**	**9.0000e-005**	**0.0129**	**3.4100e-003**	**9.0000e-005**	**3.4900e-003**	**0.0000**	**9.6701**	**9.6701**	**2.1000e-004**	**0.0000**	**9.6754**

3.5 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	8.5000e-004	7.3800e-003	0.0105	2.0000e-005		3.3000e-004	3.3000e-004		3.1000e-004	3.1000e-004	0.0000	1.4101	1.4101	4.1000e-004	0.0000	1.4204
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.5000e-004**	**7.3800e-003**	**0.0105**	**2.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.1000e-004**	**3.1000e-004**	**0.0000**	**1.4101**	**1.4101**	**4.1000e-004**	**0.0000**	**1.4204**

3.5 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	8.0000e-005	5.0000e-005	6.5000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2160	0.2160	0.0000	0.0000	0.2162
Total	**8.0000e-005**	**5.0000e-005**	**6.5000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2160**	**0.2160**	**0.0000**	**0.0000**	**0.2162**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	8.5000e-004	7.3800e-003	0.0105	2.0000e-005		3.3000e-004	3.3000e-004		3.1000e-004	3.1000e-004	0.0000	1.4101	1.4101	4.1000e-004	0.0000	1.4204
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.5000e-004**	**7.3800e-003**	**0.0105**	**2.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.1000e-004**	**3.1000e-004**	**0.0000**	**1.4101**	**1.4101**	**4.1000e-004**	**0.0000**	**1.4204**

3.5 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	8.0000e-005	5.0000e-005	6.5000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2160	0.2160	0.0000	0.0000	0.2162
Total	**8.0000e-005**	**5.0000e-005**	**6.5000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2160**	**0.2160**	**0.0000**	**0.0000**	**0.2162**

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0417					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0745	0.1176	1.9000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	16.5962	16.5962	9.1000e-004	0.0000	16.6188
Total	**0.0528**	**0.0745**	**0.1176**	**1.9000e-004**		**3.3500e-003**	**3.3500e-003**		**3.3500e-003**	**3.3500e-003**	**0.0000**	**16.5962**	**16.5962**	**9.1000e-004**	**0.0000**	**16.6188**

3.6 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.6800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5372	0.5372	1.0000e-005	0.0000	0.5375
Total	**2.1000e-004**	**1.4000e-004**	**1.6800e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5372**	**0.5372**	**1.0000e-005**	**0.0000**	**0.5375**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0417					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0745	0.1176	1.9000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	16.5961	16.5961	9.1000e-004	0.0000	16.6188
Total	**0.0528**	**0.0745**	**0.1176**	**1.9000e-004**		**3.3500e-003**	**3.3500e-003**		**3.3500e-003**	**3.3500e-003**	**0.0000**	**16.5961**	**16.5961**	**9.1000e-004**	**0.0000**	**16.6188**

3.6 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.6800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5372	0.5372	1.0000e-005	0.0000	0.5375
Total	**2.1000e-004**	**1.4000e-004**	**1.6800e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5372**	**0.5372**	**1.0000e-005**	**0.0000**	**0.5375**

3.6 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6000e-004	1.7200e-003	2.7100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	**1.2200e-003**	**1.7200e-003**	**2.7100e-003**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3835**

3.6 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0120	0.0120	0.0000	0.0000	0.0120
Total	**0.0000**	**0.0000**	**4.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**0.0000**	**0.0120**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6000e-004	1.7200e-003	2.7100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3830	0.3830	2.0000e-005	0.0000	0.3835
Total	**1.2200e-003**	**1.7200e-003**	**2.7100e-003**	**0.0000**		**8.0000e-005**	**8.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3830**	**0.3830**	**2.0000e-005**	**0.0000**	**0.3835**

3.6 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	4.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0120	0.0120	0.0000	0.0000	0.0120
Total	**0.0000**	**0.0000**	**4.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0120**	**0.0120**	**0.0000**	**0.0000**	**0.0120**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.544210	0.044379	0.208611	0.117175	0.014456	0.006301	0.020907	0.032661	0.002589	0.001903	0.005267	0.000705	0.000834

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.1243	2.1243	9.0000e-005	2.0000e-005	2.1319
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2.1243	2.1243	9.0000e-005	2.0000e-005	2.1319
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	6667	2.1243	9.0000e-005	2.0000e-005	2.1319
Total		**2.1243**	**9.0000e-005**	**2.0000e-005**	**2.1319**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	6667	2.1243	9.0000e-005	2.0000e-005	2.1319
Total		**2.1243**	**9.0000e-005**	**2.0000e-005**	**2.1319**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0267	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0267	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

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	4.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0224					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0267**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

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	4.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0224					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0267**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Beverly Hills North Portal Project (Canon Drive Staging Yard Alt)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.14	6,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2027
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Beverly Hills North Portal Project (Canon Drive Staging Yard Alt) - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Lot acreage accounts for 6,200 sq. ft. project footprint.

Construction Phase - Assumes an average construction duration of 3 years. Construction subphasing based on App E Construction Methods, General Sequence of Construction Activities.

Off-road Equipment - Other construction equipment to account for jackhammers.

Off-road Equipment - Project specific equipment.

Off-road Equipment - Project specific equipment. Pneumatic tools assumed to be powered by generator/air compressor. Some equipment assumed to require overnight work.

Off-road Equipment - Default equipment.

Off-road Equipment - Default equipment.

Grading - Assumes all excavated material es exported (17,550 CY). Material imported (6,500 CY) includes material during building construction and backfill.

Trips and VMT - Assumes 11 workers during excavation phase. Default workers for other phases. Assumes 8 daily vendor trips during BC, 1 vendor trip and 8 daily haul trucks during excavation phase.

Architectural Coating -

Energy Use - Assumes lighting energy consumption to be 13% of typical station consumption. Percentage based on project footprint.

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	NumDays	100.00	133.00
tblConstructionPhase	NumDays	10.00	263.00
tblConstructionPhase	NumDays	2.00	436.00
tblConstructionPhase	NumDays	5.00	133.00
tblConstructionPhase	PhaseEndDate	6/18/2024	1/5/2027
tblConstructionPhase	PhaseEndDate	6/4/2024	1/5/2027
tblConstructionPhase	PhaseEndDate	1/12/2024	1/1/2025
tblConstructionPhase	PhaseEndDate	1/16/2024	8/3/2026
tblConstructionPhase	PhaseEndDate	6/11/2024	1/5/2027
tblConstructionPhase	PhaseStartDate	6/12/2024	7/3/2026

tblConstructionPhase	PhaseStartDate	1/17/2024	7/3/2026
tblConstructionPhase	PhaseStartDate	1/13/2024	12/1/2024
tblConstructionPhase	PhaseStartDate	6/5/2024	7/3/2026
tblEnergyUse	LightingElect	0.00	1.08
tblGrading	MaterialExported	0.00	17,550.00
tblGrading	MaterialImported	0.00	6,500.00
tblLandUse	LandUseSquareFeet	0.00	6,200.00
tblLandUse	LotAcreage	0.00	0.14
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	0.00

tblTripsAndVMT	HaulingTripNumber	4,463.00	6,976.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	2.00	16.00
tblTripsAndVMT	WorkerTripNumber	8.00	22.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.2171	21.3955	25.2441	0.0607	4.6708	0.8603	5.5311	1.1622	0.8005	1.9627	0.0000	6,012.9426	6,012.9426	1.3473	0.0000	6,046.6238
2025	2.0696	19.5267	25.0795	0.0604	0.8319	0.7502	1.5821	0.2199	0.6978	0.9177	0.0000	5,994.0162	5,994.0162	1.3447	0.0000	6,027.6331
2026	5.2448	39.3805	49.0745	0.1166	1.2956	1.5370	2.8326	0.3403	1.4697	1.8100	0.0000	11,342.8773	11,342.8773	1.9883	0.0000	11,392.5853
2027	4.3823	30.3767	40.4343	0.0823	0.3595	1.2746	1.6341	0.0977	1.2281	1.3258	0.0000	7,869.0537	7,869.0537	1.2552	0.0000	7,900.4328
Maximum	**5.2448**	**39.3805**	**49.0745**	**0.1166**	**4.6708**	**1.5370**	**5.5311**	**1.1622**	**1.4697**	**1.9627**	**0.0000**	**11,342.8773**	**11,342.8773**	**1.9883**	**0.0000**	**11,392.5853**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.2171	21.3955	25.2441	0.0607	4.6674	0.8603	5.5277	1.1617	0.8005	1.9622	0.0000	6,012.9425	6,012.9425	1.3473	0.0000	6,046.6238
2025	2.0696	19.5267	25.0795	0.0604	0.8285	0.7502	1.5787	0.2194	0.6978	0.9172	0.0000	5,994.0162	5,994.0162	1.3447	0.0000	6,027.6330
2026	5.2448	39.3805	49.0745	0.1166	1.2922	1.5370	2.8292	0.3398	1.4697	1.8095	0.0000	11,342.8773	11,342.8773	1.9883	0.0000	11,392.5853
2027	4.3823	30.3767	40.4343	0.0823	0.3595	1.2746	1.6341	0.0977	1.2281	1.3258	0.0000	7,869.0537	7,869.0537	1.2552	0.0000	7,900.4328
Maximum	**5.2448**	**39.3805**	**49.0745**	**0.1166**	**4.6674**	**1.5370**	**5.5277**	**1.1617**	**1.4697**	**1.9622**	**0.0000**	**11,342.8773**	**11,342.8773**	**1.9883**	**0.0000**	**11,392.5853**

	ROG	NOx	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**	**0.14**	**0.00**	**0.09**	**0.08**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1461	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1461**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1461	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.1461**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

	ROG	NOx	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	1/1/2024	1/1/2025	5	263	
2	Grading	Grading	12/1/2024	8/3/2026	5	436	
3	Building Construction	Building Construction	7/3/2026	1/5/2027	5	133	
4	Paving	Paving	7/3/2026	1/5/2027	5	133	
5	Architectural Coating	Architectural Coating	7/3/2026	1/5/2027	5	133	

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: 13,800; Non-Residential Outdoor: 4,600; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Beverly Hills North Portal Project (Canon Drive Staging Yard Alt) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Demolition	Other Construction Equipment	2	8.00	172	0.42
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	0	0.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Cranes	1	8.00	231	0.29
Building Construction	Pumps	0	0.00	84	0.74
Building Construction	Pumps	1	16.00	84	0.74
Building Construction	Off-Highway Trucks	1	8.00	402	0.38
Building Construction	Generator Sets	1	16.00	84	0.74
Building Construction	Air Compressors	1	16.00	78	0.48
Building Construction	Sweepers/Scrubbers	1	16.00	64	0.46
Building Construction	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	22.00	2.00	6,976.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	4.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2646	11.7327	16.1468	0.0249		0.5748	0.5748		0.5377	0.5377		2,392.6873	2,392.6873	0.6103		2,407.9453
Total	**1.2646**	**11.7327**	**16.1468**	**0.0249**		**0.5748**	**0.5748**		**0.5377**	**0.5377**		**2,392.6873**	**2,392.6873**	**0.6103**		**2,407.9453**

3.2 Demolition - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.3773	1.2600e-003	0.1453	1.0900e-003	0.1464	0.0385	1.0000e-003	0.0395		125.5545	125.5545	3.0600e-003		125.6309
Total	**0.0521**	**0.0316**	**0.3773**	**1.2600e-003**	**0.1453**	**1.0900e-003**	**0.1464**	**0.0385**	**1.0000e-003**	**0.0395**		**125.5545**	**125.5545**	**3.0600e-003**		**125.6309**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2646	11.7327	16.1468	0.0249		0.5748	0.5748		0.5377	0.5377	0.0000	2,392.6873	2,392.6873	0.6103		2,407.9453
Total	**1.2646**	**11.7327**	**16.1468**	**0.0249**		**0.5748**	**0.5748**		**0.5377**	**0.5377**	**0.0000**	**2,392.6873**	**2,392.6873**	**0.6103**		**2,407.9453**

3.2 Demolition - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.3773	1.2600e-003	0.1453	1.0900e-003	0.1464	0.0385	1.0000e-003	0.0395		125.5545	125.5545	3.0600e-003		125.6309
Total	**0.0521**	**0.0316**	**0.3773**	**1.2600e-003**	**0.1453**	**1.0900e-003**	**0.1464**	**0.0385**	**1.0000e-003**	**0.0395**		**125.5545**	**125.5545**	**3.0600e-003**		**125.6309**

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1576	10.4625	16.0965	0.0249		0.4866	0.4866		0.4551	0.4551		2,394.0272	2,394.0272	0.6087		2,409.2439
Total	**1.1576**	**10.4625**	**16.0965**	**0.0249**		**0.4866**	**0.4866**		**0.4551**	**0.4551**		**2,394.0272**	**2,394.0272**	**0.6087**		**2,409.2439**

3.2 Demolition - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0496	0.0289	0.3501	1.2100e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		120.6942	120.6942	2.7800e-003		120.7638
Total	**0.0496**	**0.0289**	**0.3501**	**1.2100e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**120.6942**	**120.6942**	**2.7800e-003**		**120.7638**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1576	10.4625	16.0965	0.0249		0.4866	0.4866		0.4551	0.4551	0.0000	2,394.0272	2,394.0272	0.6087		2,409.2439
Total	**1.1576**	**10.4625**	**16.0965**	**0.0249**		**0.4866**	**0.4866**		**0.4551**	**0.4551**	**0.0000**	**2,394.0272**	**2,394.0272**	**0.6087**		**2,409.2439**

3.2 Demolition - 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0496	0.0289	0.3501	1.2100e-003	0.1453	1.0700e-003	0.1464	0.0385	9.8000e-004	0.0395		120.6942	120.6942	2.7800e-003		120.7638
Total	**0.0496**	**0.0289**	**0.3501**	**1.2100e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.8000e-004**	**0.0395**		**120.6942**	**120.6942**	**2.7800e-003**		**120.7638**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2400e-003	0.0000	6.2400e-003	9.4000e-004	0.0000	9.4000e-004			0.0000			0.0000
Off-Road	0.7225	6.8081	7.0781	0.0204		0.2776	0.2776		0.2553	0.2553		1,976.4361	1,976.4361	0.6392		1,992.4165
Total	**0.7225**	**6.8081**	**7.0781**	**0.0204**	**6.2400e-003**	**0.2776**	**0.2838**	**9.4000e-004**	**0.2553**	**0.2563**		**1,976.4361**	**1,976.4361**	**0.6392**		**1,992.4165**

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0856	2.6307	0.9575	0.0115	4.2606	4.8400e-003	4.2654	1.0538	4.6300e-003	1.0584		1,254.6388	1,254.6388	0.0866		1,256.8037
Vendor	4.3400e-003	0.1390	0.0458	4.8000e-004	0.0128	1.7000e-004	0.0130	3.6900e-003	1.6000e-004	3.8500e-003		51.1491	51.1491	2.8900e-003		51.2213
Worker	0.0881	0.0534	0.6385	2.1300e-003	0.2459	1.8400e-003	0.2478	0.0652	1.7000e-003	0.0669		212.4768	212.4768	5.1700e-003		212.6061
Total	**0.1780**	**2.8231**	**1.6418**	**0.0141**	**4.5193**	**6.8500e-003**	**4.5261**	**1.1227**	**6.4900e-003**	**1.1292**		**1,518.2647**	**1,518.2647**	**0.0947**		**1,520.6311**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.8100e-003	0.0000	2.8100e-003	4.3000e-004	0.0000	4.3000e-004			0.0000			0.0000
Off-Road	0.7225	6.8081	7.0781	0.0204		0.2776	0.2776		0.2553	0.2553	0.0000	1,976.4360	1,976.4360	0.6392		1,992.4165
Total	**0.7225**	**6.8081**	**7.0781**	**0.0204**	**2.8100e-003**	**0.2776**	**0.2804**	**4.3000e-004**	**0.2553**	**0.2558**	**0.0000**	**1,976.4360**	**1,976.4360**	**0.6392**		**1,992.4165**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0856	2.6307	0.9575	0.0115	4.2606	4.8400e-003	4.2654	1.0538	4.6300e-003	1.0584		1,254.6388	1,254.6388	0.0866		1,256.8037
Vendor	4.3400e-003	0.1390	0.0458	4.8000e-004	0.0128	1.7000e-004	0.0130	3.6900e-003	1.6000e-004	3.8500e-003		51.1491	51.1491	2.8900e-003		51.2213
Worker	0.0881	0.0534	0.6385	2.1300e-003	0.2459	1.8400e-003	0.2478	0.0652	1.7000e-003	0.0669		212.4768	212.4768	5.1700e-003		212.6061
Total	**0.1780**	**2.8231**	**1.6418**	**0.0141**	**4.5193**	**6.8500e-003**	**4.5261**	**1.1227**	**6.4900e-003**	**1.1292**		**1,518.2647**	**1,518.2647**	**0.0947**		**1,520.6311**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2400e-003	0.0000	6.2400e-003	9.4000e-004	0.0000	9.4000e-004			0.0000			0.0000
Off-Road	0.6892	6.2550	7.0321	0.0204		0.2558	0.2558		0.2353	0.2353		1,976.4143	1,976.4143	0.6392		1,992.3946
Total	**0.6892**	**6.2550**	**7.0321**	**0.0204**	**6.2400e-003**	**0.2558**	**0.2620**	**9.4000e-004**	**0.2353**	**0.2363**		**1,976.4143**	**1,976.4143**	**0.6392**		**1,992.3946**

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0851	2.5937	0.9637	0.0114	0.4217	4.7600e-003	0.4264	0.1115	4.5600e-003	0.1161		1,247.7540	1,247.7540	0.0865		1,249.9153
Vendor	4.2300e-003	0.1378	0.0446	4.7000e-004	0.0128	1.6000e-004	0.0130	3.6900e-003	1.6000e-004	3.8400e-003		50.8749	50.8749	2.8400e-003		50.9460
Worker	0.0839	0.0489	0.5925	2.0500e-003	0.2459	1.8100e-003	0.2477	0.0652	1.6600e-003	0.0669		204.2517	204.2517	4.7100e-003		204.3695
Total	**0.1732**	**2.7804**	**1.6008**	**0.0140**	**0.6804**	**6.7300e-003**	**0.6871**	**0.1804**	**6.3800e-003**	**0.1868**		**1,502.8805**	**1,502.8805**	**0.0940**		**1,505.2307**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.8100e-003	0.0000	2.8100e-003	4.3000e-004	0.0000	4.3000e-004			0.0000			0.0000
Off-Road	0.6892	6.2550	7.0321	0.0204		0.2558	0.2558		0.2353	0.2353	0.0000	1,976.4143	1,976.4143	0.6392		1,992.3946
Total	**0.6892**	**6.2550**	**7.0321**	**0.0204**	**2.8100e-003**	**0.2558**	**0.2586**	**4.3000e-004**	**0.2353**	**0.2358**	**0.0000**	**1,976.4143**	**1,976.4143**	**0.6392**		**1,992.3946**

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0851	2.5937	0.9637	0.0114	0.4217	4.7600e-003	0.4264	0.1115	4.5600e-003	0.1161		1,247.7540	1,247.7540	0.0865		1,249.9153
Vendor	4.2300e-003	0.1378	0.0446	4.7000e-004	0.0128	1.6000e-004	0.0130	3.6900e-003	1.6000e-004	3.8400e-003		50.8749	50.8749	2.8400e-003		50.9460
Worker	0.0839	0.0489	0.5925	2.0500e-003	0.2459	1.8100e-003	0.2477	0.0652	1.6600e-003	0.0669		204.2517	204.2517	4.7100e-003		204.3695
Total	**0.1732**	**2.7804**	**1.6008**	**0.0140**	**0.6804**	**6.7300e-003**	**0.6871**	**0.1804**	**6.3800e-003**	**0.1868**		**1,502.8805**	**1,502.8805**	**0.0940**		**1,505.2307**

3.3 Grading - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2400e-003	0.0000	6.2400e-003	9.4000e-004	0.0000	9.4000e-004			0.0000			0.0000
Off-Road	0.6892	6.2550	7.0321	0.0204		0.2558	0.2558		0.2353	0.2353		1,976.4143	1,976.4143	0.6392		1,992.3946
Total	**0.6892**	**6.2550**	**7.0321**	**0.0204**	**6.2400e-003**	**0.2558**	**0.2620**	**9.4000e-004**	**0.2353**	**0.2363**		**1,976.4143**	**1,976.4143**	**0.6392**		**1,992.3946**

3.3 Grading - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0845	2.5537	0.9686	0.0114	0.6711	4.6700e-003	0.6758	0.1728	4.4700e-003	0.1772		1,241.1755	1,241.1755	0.0861		1,243.3282
Vendor	4.1300e-003	0.1365	0.0437	4.7000e-004	0.0128	1.6000e-004	0.0130	3.6900e-003	1.5000e-004	3.8400e-003		50.6117	50.6117	2.8000e-003		50.6818
Worker	0.0803	0.0450	0.5535	1.9800e-003	0.2459	1.7400e-003	0.2477	0.0652	1.6000e-003	0.0668		197.1581	197.1581	4.3200e-003		197.2660
Total	**0.1689**	**2.7353**	**1.5658**	**0.0138**	**0.9298**	**6.5700e-003**	**0.9364**	**0.2417**	**6.2200e-003**	**0.2479**		**1,488.9453**	**1,488.9453**	**0.0932**		**1,491.2760**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.8100e-003	0.0000	2.8100e-003	4.3000e-004	0.0000	4.3000e-004			0.0000			0.0000
Off-Road	0.6892	6.2550	7.0321	0.0204		0.2558	0.2558		0.2353	0.2353	0.0000	1,976.4143	1,976.4143	0.6392		1,992.3946
Total	**0.6892**	**6.2550**	**7.0321**	**0.0204**	**2.8100e-003**	**0.2558**	**0.2586**	**4.3000e-004**	**0.2353**	**0.2358**	**0.0000**	**1,976.4143**	**1,976.4143**	**0.6392**		**1,992.3946**

3.3 Grading - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0845	2.5537	0.9686	0.0114	0.6711	4.6700e-003	0.6758	0.1728	4.4700e-003	0.1772		1,241.1755	1,241.1755	0.0861		1,243.3282
Vendor	4.1300e-003	0.1365	0.0437	4.7000e-004	0.0128	1.6000e-004	0.0130	3.6900e-003	1.5000e-004	3.8400e-003		50.6117	50.6117	2.8000e-003		50.6818
Worker	0.0803	0.0450	0.5535	1.9800e-003	0.2459	1.7400e-003	0.2477	0.0652	1.6000e-003	0.0668		197.1581	197.1581	4.3200e-003		197.2660
Total	**0.1689**	**2.7353**	**1.5658**	**0.0138**	**0.9298**	**6.5700e-003**	**0.9364**	**0.2417**	**6.2200e-003**	**0.2479**		**1,488.9453**	**1,488.9453**	**0.0932**		**1,491.2760**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692		5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**		**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0331	1.0922	0.3498	3.7700e-003	0.1025	1.2800e-003	0.1037	0.0295	1.2300e-003	0.0307		404.8938	404.8938	0.0224		405.4541
Worker	0.0146	8.1900e-003	0.1006	3.6000e-004	0.0447	3.2000e-004	0.0450	0.0119	2.9000e-004	0.0122		35.8469	35.8469	7.9000e-004		35.8666
Total	**0.0477**	**1.1004**	**0.4505**	**4.1300e-003**	**0.1472**	**1.6000e-003**	**0.1488**	**0.0414**	**1.5200e-003**	**0.0429**		**440.7407**	**440.7407**	**0.0232**		**441.3206**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692	0.0000	5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**	**0.0000**	**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0331	1.0922	0.3498	3.7700e-003	0.1025	1.2800e-003	0.1037	0.0295	1.2300e-003	0.0307		404.8938	404.8938	0.0224		405.4541
Worker	0.0146	8.1900e-003	0.1006	3.6000e-004	0.0447	3.2000e-004	0.0450	0.0119	2.9000e-004	0.0122		35.8469	35.8469	7.9000e-004		35.8666
Total	**0.0477**	**1.1004**	**0.4505**	**4.1300e-003**	**0.1472**	**1.6000e-003**	**0.1488**	**0.0414**	**1.5200e-003**	**0.0429**		**440.7407**	**440.7407**	**0.0232**		**441.3206**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692		5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**		**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0324	1.0823	0.3440	3.7500e-003	0.1025	1.2500e-003	0.1037	0.0295	1.2000e-003	0.0307		403.0006	403.0006	0.0221		403.5522
Worker	0.0140	7.5500e-003	0.0943	3.5000e-004	0.0447	3.0000e-004	0.0450	0.0119	2.8000e-004	0.0121		34.7042	34.7042	7.2000e-004		34.7222
Total	**0.0464**	**1.0898**	**0.4383**	**4.1000e-003**	**0.1472**	**1.5500e-003**	**0.1487**	**0.0414**	**1.4800e-003**	**0.0428**		**437.7047**	**437.7047**	**0.0228**		**438.2744**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.8937	23.1849	30.7132	0.0623		1.0014	1.0014		0.9692	0.9692	0.0000	5,948.7849	5,948.7849	0.9117		5,971.5782
Total	**2.8937**	**23.1849**	**30.7132**	**0.0623**		**1.0014**	**1.0014**		**0.9692**	**0.9692**	**0.0000**	**5,948.7849**	**5,948.7849**	**0.9117**		**5,971.5782**

3.4 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0324	1.0823	0.3440	3.7500e-003	0.1025	1.2500e-003	0.1037	0.0295	1.2000e-003	0.0307		403.0006	403.0006	0.0221		403.5522
Worker	0.0140	7.5500e-003	0.0943	3.5000e-004	0.0447	3.0000e-004	0.0450	0.0119	2.8000e-004	0.0121		34.7042	34.7042	7.2000e-004		34.7222
Total	**0.0464**	**1.0898**	**0.4383**	**4.1000e-003**	**0.1472**	**1.5500e-003**	**0.1487**	**0.0414**	**1.4800e-003**	**0.0428**		**437.7047**	**437.7047**	**0.0228**		**438.2744**

3.5 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**		**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0368	0.4529	1.6200e-003	0.2012	1.4300e-003	0.2026	0.0534	1.3100e-003	0.0547		161.3111	161.3111	3.5300e-003		161.3995
Total	**0.0657**	**0.0368**	**0.4529**	**1.6200e-003**	**0.2012**	**1.4300e-003**	**0.2026**	**0.0534**	**1.3100e-003**	**0.0547**		**161.3111**	**161.3111**	**3.5300e-003**		**161.3995**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**	**0.0000**	**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0368	0.4529	1.6200e-003	0.2012	1.4300e-003	0.2026	0.0534	1.3100e-003	0.0547		161.3111	161.3111	3.5300e-003		161.3995
Total	**0.0657**	**0.0368**	**0.4529**	**1.6200e-003**	**0.2012**	**1.4300e-003**	**0.2026**	**0.0534**	**1.3100e-003**	**0.0547**		**161.3111**	**161.3111**	**3.5300e-003**		**161.3995**

3.5 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	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046		1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**		**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0340	0.4243	1.5700e-003	0.2012	1.3500e-003	0.2026	0.0534	1.2400e-003	0.0546		156.1689	156.1689	3.2400e-003		156.2499
Total	**0.0628**	**0.0340**	**0.4243**	**1.5700e-003**	**0.2012**	**1.3500e-003**	**0.2026**	**0.0534**	**1.2400e-003**	**0.0546**		**156.1689**	**156.1689**	**3.2400e-003**		**156.2499**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.5638	4.9206	7.0257	0.0113		0.2186	0.2186		0.2046	0.2046	0.0000	1,036.2711	1,036.2711	0.3019		1,043.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5638**	**4.9206**	**7.0257**	**0.0113**		**0.2186**	**0.2186**		**0.2046**	**0.2046**	**0.0000**	**1,036.2711**	**1,036.2711**	**0.3019**		**1,043.8179**

3.5 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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0340	0.4243	1.5700e-003	0.2012	1.3500e-003	0.2026	0.0534	1.2400e-003	0.0546		156.1689	156.1689	3.2400e-003		156.2499
Total	**0.0628**	**0.0340**	**0.4243**	**1.5700e-003**	**0.2012**	**1.3500e-003**	**0.2026**	**0.0534**	**1.2400e-003**	**0.0546**		**156.1689**	**156.1689**	**3.2400e-003**		**156.2499**

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.6500e-003	2.0500e-003	0.0252	9.0000e-005	0.0112	8.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0400e-003		8.9617	8.9617	2.0000e-004		8.9666
Total	**3.6500e-003**	**2.0500e-003**	**0.0252**	**9.0000e-005**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**7.0000e-005**	**3.0400e-003**		**8.9617**	**8.9617**	**2.0000e-004**		**8.9666**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.6500e-003	2.0500e-003	0.0252	9.0000e-005	0.0112	8.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0400e-003		8.9617	8.9617	2.0000e-004		8.9666
Total	**3.6500e-003**	**2.0500e-003**	**0.0252**	**9.0000e-005**	**0.0112**	**8.0000e-005**	**0.0113**	**2.9600e-003**	**7.0000e-005**	**3.0400e-003**		**8.9617**	**8.9617**	**2.0000e-004**		**8.9666**

3.6 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.4900e-003	1.8900e-003	0.0236	9.0000e-005	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		8.6761	8.6761	1.8000e-004		8.6806
Total	**3.4900e-003**	**1.8900e-003**	**0.0236**	**9.0000e-005**	**0.0112**	**7.0000e-005**	**0.0113**	**2.9600e-003**	**7.0000e-005**	**3.0300e-003**		**8.6761**	**8.6761**	**1.8000e-004**		**8.6806**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.6412					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.8121**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.4900e-003	1.8900e-003	0.0236	9.0000e-005	0.0112	7.0000e-005	0.0113	2.9600e-003	7.0000e-005	3.0300e-003		8.6761	8.6761	1.8000e-004		8.6806
Total	**3.4900e-003**	**1.8900e-003**	**0.0236**	**9.0000e-005**	**0.0112**	**7.0000e-005**	**0.0113**	**2.9600e-003**	**7.0000e-005**	**3.0300e-003**		**8.6761**	**8.6761**	**1.8000e-004**		**8.6806**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.544210	0.044379	0.208611	0.117175	0.014456	0.006301	0.020907	0.032661	0.002589	0.001903	0.005267	0.000705	0.000834

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1461	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	0.1461	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1228					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1461**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1228					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**0.1461**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Summary of Proposed Project Energy Requirements

Phase	Energy Requirement	Unit	Annual Energy Consumption (MMBtu)
The Project (Beverly Drive) - Construction			
Diesel	5,108	Gallons/yr	705
Gasoline	351	Gallons/yr	44
		Subtotal	749
The Project (Beverly Drive) - Operations			
Electrical	9,898	KWh/yr	34
		Subtotal	34
The Project (Beverly Drive) Total			783
Cañon Drive Alternative - Construction			
Diesel	4,881	Gallons/yr	674
Gasoline	321	Gallons/yr	40
		Subtotal	714
Cañon Drive Alternative - Operations			
Electrical	8,719	KWh/yr	30
		Subtotal	30
Cañon Drive Alternative Total			744
Cañon Drive Alternative Staging Yard Alternatives - Construction			
Diesel	4,612	Gallons/yr	637
Gasoline	257	Gallons/yr	32
		Subtotal	669
Cañon Drive Alternative Staging Yard Alternatives - Operation			
Electrical	6,667	KWh/yr	23
		Subtotal	23
Cañon Drive Staging Yard Alternatives Total			692

Notes:

Totals do not add due to rounding.

Source: Modeled by AECOM in 2020

Conversion Factors		
Category	Amount	Units
kWh per Btu	3,412	Btu/kWh
Diesel (heat content) [1]	5.8	MMBtu/barrel
Motor Gasoline [2]	5.25	MMBtu/barrel
Natural Gas [3]	0.1	MMBtu/therm
Propane [4]	0.0913	MMBtu/gallon
Kerosene [5]	0.135	MMBtu/gallon
Wood [6]	20	MMBtu/cord
Gallons per Barrel	42	gallons/barrel

Sources:	
[1]	https://www.theclimateregistry.org/wp-content/uploads/2018/06/The-Climate-Registry-2018-Default-Emission-Factor-Document.pdf
[2]	https://www.theclimateregistry.org/wp-content/uploads/2018/06/The-Climate-Registry-2018-Default-Emission-Factor-Document.pdf
[3]	https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
[4]	https://www.eia.gov/environment/emissions/co2_vol_mass.php
[5]	https://www.eia.gov/environment/emissions/co2_vol_mass.php
[6]	https://www.eia.gov/energyexplained/index.cfm?page=about_btu

BH North Portal Project: Construction Fuel Consumption, Total and Amortized over 30 Years

Phase	Source	MT CO_2e/yr [a]	Fuel Type	Factor (MT CO_2/gallon) [b]	Gallons/year
The Project (Beverly Drive)	Offroad Equip	1,120	Diesel	0.01016	110,245
	Hauling	379	Diesel	0.01016	37,258
	Vendor	58	Diesel	0.01016	5,743
	Worker	93	Gas	0.008887	10,518
Total Gallons				Diesel	153,246
				Gasoline	10,518
Amortized Demands (over 30 years)				Diesel	5,108
				Gasoline	351
Cañon Drive Alternative	Offroad Equip	1,120	Diesel	0.01016	110,245
	Hauling	315	Diesel	0.01016	31,048
	Vendor	52	Diesel	0.01016	5,125
	Worker	86	Gas	0.008887	9,623
Total Gallons				Diesel	146,418
				Gasoline	9,623
Amortized Demands (over 30 years)				Diesel	4,881
				Gasoline	321
Cañon Drive Staging Yard Alternatives	Offroad Equip	1,122	Diesel	0.01016	110,385
	Hauling	249	Diesel	0.01016	24,536
	Vendor	35	Diesel	0.01016	3,451
	Worker	69	Gas	0.008887	7,713
Total Gallons				Diesel	138,372
				Gasoline	7,713
Amortized Demands (over 30 years)				Diesel	4,612
				Gasoline	257

Notes:

Assumed amortization period is 30 years.

Sources:

[a] Modeled by AECOM in 2020;

[b] U.S. Energy Information Administration 2016 (https://www.eia.gov/environment/emissions/co2_vol_mass.php)

APPENDIX D
Biological Resources Database Review Outputs

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Beverly Hills (3411814) OR Canoga Park (3411825) OR Van Nuys (3411824) OR Burbank (3411823) OR Topanga (3411815) OR Hollywood (3411813) OR Venice (3311884) OR Inglewood (3311883))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
Aglaothorax longipennis Santa Monica shieldback katydid	IIORT32020	None	None	G1G2	S1S2	
Aimophila ruficeps canescens southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S3	WL
Anaxyrus californicus arroyo toad	AAABB01230	Endangered	None	G2G3	S2S3	SSC
Anniella spp. California legless lizard	ARACC01070	None	None	G3G4	S3S4	SSC
Anniella stebbinsi southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Astragalus brauntonii Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
Astragalus pycnostachyus var. lanosissimus Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	G2T1	S1	1B.1
Astragalus tener var. titi coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	G2T1	S1	1B.1
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex coulteri Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
Atriplex pacifica south coast saltscale	PDCHE041C0	None	None	G4	S2	1B.2
Atriplex parishii Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
Brennania belkini Belkin's dune tabanid fly	IIDIP17010	None	None	G1G2	S1S2	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
California Walnut Woodland California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
Calochortus clavatus var. gracilis slender mariposa-lily	PMLIL0D096	None	None	G4T2T3	S2S3	1B.2
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Calystegia felix lucky morning-glory	PDCON040P0	None	None	G1Q	S1	1B.1
Carolella busckana Busck's gallmoth	IILEM2X090	None	None	G1G3	SH	
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Chaenactis glabriuscula var. orcuttiana Orcutt's pincushion	PDAST20095	None	None	G5T1T2	S1	1B.1
Charadrius alexandrinus nivosus western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
Chenopodium littoreum coastal goosefoot	PDCHE091Z0	None	None	G1	S1	1B.2
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	PDPGN040J1	Proposed Threatened	Endangered	G2T1	S1	1B.1
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
Cicindela senilis frosti senile tiger beetle	IICOL02121	None	None	G2G3T1T3	S1	
Coelus globosus globose dune beetle	IICOL4A010	None	None	G1G2	S1S2	
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S1S2	SSC
Danaus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
Deinandra minthornii Santa Susana tarplant	PDAST4R0J0	None	Rare	G2	S2	1B.2
Diadophis punctatus modestus San Bernardino ringneck snake	ARADB10015	None	None	G5T2T3	S2?	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Dithyrea maritima beach spectaclepod	PDBRA10020	None	Threatened	G1	S1	1B.1
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Dudleya blochmaniae ssp. blochmaniae Blochman's dudleya	PDCRA04051	None	None	G3T2	S2	1B.1
Dudleya cymosa ssp. ovatifolia Santa Monica dudleya	PDCRA040A5	Threatened	None	G5T1	S1	1B.1
Dudleya multicaulis many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eryngium aristulatum var. parishii San Diego button-celery	PDAPI0Z042	Endangered	Endangered	G5T1	S1	1B.1
Eucosma hennei Henne's eucosman moth	IILEM0R390	None	None	G1	S1	
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
Euphilotes battoides allyni El Segundo blue butterfly	IILEPG201B	Endangered	None	G5T1	S1	
Helianthus nuttallii ssp. parishii Los Angeles sunflower	PDAST4N102	None	None	G5TH	SH	1A
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G5	S3	SSC
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
Malacothamnus davidsonii Davidson's bush-mallow	PDMAL0Q040	None	None	G2	S2	1B.2
Microtus californicus stephensi south coast marsh vole	AMAFF11035	None	None	G5T1T2	S1S2	SSC
Monardella hypoleuca ssp. hypoleuca white-veined monardella	PDLAM180A5	None	None	G4T3	S3	1B.3

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Nama stenocarpa mud nama	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
Nasturtium gambelii Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
Navarretia fossalis spreading navarretia	PDPLM0C080	Threatened	None	G2	S2	1B.1
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G4	S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Oncorhynchus mykiss irideus pop. 10 steelhead - southern California DPS	AFCHA0209J	Endangered	None	G5T1Q	S1	
Onychobaris langei Lange's El Segundo Dune weevil	IICOL4W010	None	None	G1	S1	
Onychomys torridus ramona southern grasshopper mouse	AMAFF06022	None	None	G5T3	S3	SSC
Orcuttia californica California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
Panoquina errans wandering (=saltmarsh) skipper	IILEP84030	None	None	G4G5	S2	
Passerculus sandwichensis beldingi Belding's savannah sparrow	ABPBX99015	None	Endangered	G5T3	S3	
Pelecanus occidentalis californicus California brown pelican	ABNFC01021	Delisted	Delisted	G4T3T4	S3	FP
Perognathus longimembris brevinasus Los Angeles pocket mouse	AMAFD01041	None	None	G5T1T2	S1S2	SSC
Perognathus longimembris pacificus Pacific pocket mouse	AMAFD01042	Endangered	None	G5T1	S1	SSC
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
Potentilla multijuga Ballona cinquefoil	PDROS1B120	None	None	GX	SX	1A
Pseudognaphalium leucocephalum white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Quercus dumosa Nuttall's scrub oak	PDFAG050D0	None	None	G3	S3	1B.1
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Socalchemmis gertschi Gertsch's socalchemmis spider	ILARAU7010	None	None	G1	S1	
Sorex ornatus salicornicus southern California saltmarsh shrew	AMABA01104	None	None	G5T1?	S1	SSC
Southern Coast Live Oak Riparian Forest Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
Southern Coastal Salt Marsh Southern Coastal Salt Marsh	CTT52120CA	None	None	G2	S2.1	
Southern Cottonwood Willow Riparian Forest Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
Southern Dune Scrub Southern Dune Scrub	CTT21330CA	None	None	G1	S1.1	
Southern Sycamore Alder Riparian Woodland Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Spea hammondii western spadefoot	AAABF02020	None	None	G3	S3	SSC
Spermolepis lateriflora western bristly scaleseed	PDAPI23080	None	None	G5	SH	2A
Sternula antillarum browni California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
Streptocephalus woottoni Riverside fairy shrimp	ICBRA07010	Endangered	None	G1G2	S1S2	
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Symphyotrichum greatae Greata's aster	PDASTE80U0	None	None	G2	S2	1B.3
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis hammondii two-striped gartersnake	ARADB36160	None	None	G4	S3S4	SSC
Thelypteris puberula var. sonorensis Sonoran maiden fern	PPTHE05192	None	None	G5T3	S2	2B.2
Trigonoscuta dorothea dorothea Dorothy's El Segundo Dune weevil	IICOL51021	None	None	G1T1	S1	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Tryonia imitator	IMGASJ7040	None	None	G2	S2	
mimic tryonia (=California brackishwater snail)						
Vireo bellii pusillus	ABPBW01114	Endangered	Endangered	G5T2	S2	
least Bell's vireo						

Record Count: 105

Beverly Hills North Portal

California Native Plant Society Inventory of Rare and Endangered Plants

8-Quad Search Results: Beverly Hills, Canoga Park, Van Nuys, Burbank, Topanga, Hollywood, Venice, and Inglewood.

Scientific Name	Common Name	California Rare Plant Rank	Listing Under CESA	Listing Under FESA
Abronia maritima	red sand-verbena	4.2	None	None
Arenaria paludicola	marsh sandwort	1B.1	Endangered	Endangered
Astragalus brauntonii	Braunton's milk-vetch	1B.1	None	Endangered
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	1B.1	Endangered	Endangered
Astragalus tener var. titi	coastal dunes milk-vetch	1B.1	Endangered	Endangered
Atriplex coulteri	Coulter's saltbush	1B.2	None	None
Atriplex pacifica	South Coast saltscale	1B.2	None	None
Atriplex parishii	Parish's brittlescale	1B.1	None	None
Atriplex serenana var. davidsonii	Davidson's saltscale	1B.2	None	None
Berberis nevinii	Nevin's barberry	1B.1	Endangered	Endangered
Calandrinia breweri	Brewer's calandrinia	4.2	None	None
Calochortus catalinae	Catalina mariposa lily	4.2	None	None
Calochortus clavatus var. gracilis	slender mariposa lily	1B.2	None	None
Calochortus plummerae	Plummer's mariposa lily	4.2	None	None
Calystegia felix	lucky morning-glory	1B.1	None	None
Camissoniopsis lewisii	Lewis' evening-primrose	3	None	None
Centromadia parryi ssp. australis	southern tarplant	1B.1	None	None
Cercocarpus betuloides var. blancheae	island mountain-mahogany	4.3	None	None
Chaenactis glabriuscula var. orcuttiana	Orcutt's pincushion	1B.1	None	None
Chenopodium littoreum	coastal goosefoot	1B.2	None	None
Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	1B.2	Endangered	Endangered
Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	1B.1	Endangered	Candidate
Convolvulus simulans	small-flowered morning-glory	4.2	None	None
Deinandra minthornii	Santa Susana tarplant	1B.2	Rare	None
Deinandra paniculata	paniculate tarplant	4.2	None	None
Dichondra occidentalis	western dichondra	4.2	None	None
Dithyrea maritima	beach spectaclepod	1B.1	Threatened	None
Dodecahema leptoceras	slender-horned spineflower	1B.1	Endangered	Endangered
Dudleya cymosa ssp. ovatifolia	Santa Monica dudleya	1B.1	None	Threatened
Dudleya multicaulis	many-stemmed dudleya	1B.2	None	None
Eryngium aristulatum var. parishii	San Diego button-celery	1B.1	Endangered	Endangered
Erysimum suffrutescens	suffrutescent wallflower	4.2	None	None
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	1A	None	None
Hordeum intercedens	vernal barley	3.2	None	None
Horkelia cuneata var. puberula	mesa horkelia	1B.1	None	None
Juglans californica	Southern California black walnut	4.2	None	None
Juncus acutus ssp. leopoldii	southwestern spiny rush	4.2	None	None
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	1B.1	None	None
Lilium humboldtii ssp. ocellatum	ocellated Humboldt lily	4.2	None	None

Scientific Name	Common Name	California Rare Plant Rank	Listing Under CESA	Listing Under FESA
Linanthus concinnus	San Gabriel linanthus	1B.2	None	None
Malacothamnus davidsonii	Davidson's bush-mallow	1B.2	None	None
Monardella hypoleuca ssp. hypoleuca	white-veined monardella	1B.3	None	None
Nama stenocarpa	mud nama	2B.2	None	None
Nasturtium gambelii	Gambel's water cress	1B.1	Threatened	Endangered
Navarretia fossalis	spreading navarretia	1B.1	None	Threatened
Navarretia prostrata	prostrate vernal pool navarretia	1B.1	None	None
Orcuttia californica	California Orcutt grass	1B.1	Endangered	Endangered
Phacelia hubbyi	Hubby's phacelia	4.2	None	None
Phacelia ramosissima var. austrolitoralis	south coast branching phacelia	3.2	None	None
Phacelia stellaris	Brand's star phacelia	1B.1	None	None
Potentilla multijuga	Ballona cinquefoil	1A	None	None
Pseudognaphalium leucocephalum	white rabbit-tobacco	2B.2	None	None
Quercus dumosa	Nuttall's scrub oak	1B.1	None	None
Sidalcea neomexicana	salt spring checkerbloom	2B.2	None	None
Spermolepis lateriflora	western bristly scaleseed	2A	None	None
Suaeda esteroa	estuary seablite	1B.2	None	None
Suaeda taxifolia	woolly seablite	4.2	None	None
Symphyotrichum defoliatum	San Bernardino aster	1B.2	None	None
Symphyotrichum greatae	Greata's aster	1B.3	None	None
Thelypteris puberula var. sonorensis	Sonoran maiden fern	2B.2	None	None

California Native Plant Society, Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California. Website http://www.rareplants.cnps.org [accessed 21 January 2020].

IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

CONSULTATION

Location

Los Angeles County, California

Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

NOT FOR CONSULTATION

Birds

NAME	STATUS
Coastal California Gnatcatcher Polioptila californica californica There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened
Western Snowy Plover Charadrius nivosus nivosus There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8035	Threatened

Flowering Plants

NAME	STATUS
Gambel's Watercress Rorippa gambellii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4201	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php

NOT FOR CONSULTATION

- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

MIGRATORY BIRD INFORMATION IS NOT AVAILABLE AT THIS TIME

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some

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deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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APPENDIX E

Cultural Resources Records Search Results & DPR Forms

Cultural Resources Records Search

List of Previous Studies Conducted within 0.5 Mile of the Project

Report #	Author(s)	Description	Date
LA-01968	Bissell, Ronald M.	Cultural Resources Literature Review of Metro Rail Red Line Western Extension Alternatives, Los, Angeles, Los Angeles County, California	1989
LA-03525	Chartkoff, Kerry and Joe Chartkoff	Ucas-092 Route 2 Freeway Los Angeles County West, Los Angeles, Beverly Hills	1966
LA-03678	Anonymous	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places	ND
LA-03679	Anonymous	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places	ND
LA-03680	Anonymous	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places	ND
LA-03765	Casen, George	Historic Property Survey 07 La 02 P.M. 3.65/9.57 Route 405 to Fairfax Avenue Los Angeles County California 07204-051280	ND
LA-05011	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 576-04, County of Los Angeles, Ca	1999
LA-05034	Duke, Curt	Cultural Resource Assessment for At&t Wireless Services Facility Number R352.1, County of Los Angeles, Ca	2000
LA-06501	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 039-01 Los Angeles County, California	2001
LA-06510	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 129-02 Los Angeles County, California	2002
LA-06518	Bolin, David P.	Proposed At&t Wireless Telecommunication Equipment Installation 911 Wilshire Boulevard, Beverly Hill, 90210	2001
LA-06520	Billat, Lorna	Nextel Communications Prooposed Wireless Telecommunications Service Facilities-southern California	2001
LA-10580	Hatoff, Brian	Verizon Cellular Communications Tower Site - LTE Beverly Vista, 9033 Wilshire Boulevard, Beverly Hills, CA. 90211	2010
LA-10661	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for AT7T Mobility, LLC Candidate ELO352-01 (Wilshire Medical Center), 9033 Wilshire Boulevard, Beverly Hills, Los Angeles County, California	2010
LA-10904	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SC12397-A, 315 South Beverly Drive, Beverly Hills, Los Angeles County, California	2010
LA-11005*	Metro	Westside Subway Extension Historic Property Survey Report and Cultural Resources Technical Report	2010
LA-11361	Loftus, Shannon	Cultural Resource Records Search and Site Survey and Historic Architectural Resource-Inventory and Assessment, AT&T Site: EL0459-8 1401 Park Way, Beverly Hills, Los Angeles County, California, 90210 CASPR #3551016879	2011
LA-11363	Loftus, Shannon	Cultural Resource Records search and Site Survey and Historic Architectural Resource-Inventory and Assessment - AT&T Site: EL0417-8 9268 West 3rd Street, Beverly Hills, Los Angeles County, California 90210 CASPR #3551016878	2011

LA-11369	Loftus, Shannon	Cultural Resource Records Search and Site Survey and Historic Architectural Resource-Inventory and Assessment, AT&T Site: EL0456-6	2011
LA-11376	Loftus, Shannon	Cultural Resource Records Search and Site Survey - AT&T Site LAC147, Beverly Hills, 464 North Rexford Drive, Beverly Hills, Los Angeles County, California 90210	2011
LA-11434	Loftus, Shannon	Cultural Resource Records Search and Site Survey and Historic Architectural Resource-Inventory and Assessment. AT&T Site: EL0463-3, 301 South Elm Drive Beverly Hills, Los Angeles County, California 90212	2011
LA-11440	Loftus, Shannon	Cultural Resource Search and Site Survey and Historic Architectural Resource- Inventory and Assessment. AT&T Site: EL0459-11. 301 South Bedford Drive Beverly Hills, Los Angeles County, California 90212. CASPR#3551016879	2011
LA-11642*	Daly, Pam and Sikes, Nancy	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	2012
LA-11785*	Rogers, Leslie	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	2012
LA-12113	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00283A (LA283 Beverly Hills Triangle Med), 9725 Wilshire Boulevard, Beverly Hills, Los Angeles County, California	2012
LA-12114	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidiate SV00065A (SM039 Lexington Ventures) 9350 Wilshire Boulevard, Beverly Hills, Los Angeles County, California	2012
LA-12560	Loftus, Shannon	Cultural Resources Records Search and Site Survey AT&T Site EL0462, Wilshire Boulevard, 9301 Wilshire Boulevard Beverly Hills, Los Angeles County, California	2013
LA-13194	Lyons, Allison M. and Andrea Galvin	Written Historical and Descriptive Data Index to Photographs, Photographs, and Architectural Drawings	2016

*indicates reports that overlap with the Project APE

List of Previously Recorded Cultural Resource Sites within 0.5 Mile of the Project Area			
Primary #	**Historic Name/Description**	**Date**	**NRHP Status**
P-19-150388	9731-9751 Santa Monica Boulevard	1933	Not eligible
P-19-150389	9701-9725 Santa Monica Boulevard	1925	Not eligible
P-19-150390	9683-9689 Santa Monica Boulevard	1934	Not eligible
P-19-150391	The Gap	1935	Not eligible
P-19-176946	Payne Furnace & Supply Co.	1925, 1936	Eligible
P-19-177029	Beverly Wilshire Hotel	1926	Listed
P-19-177031	Beverly Hills City Hall	1931	Eligible
P-19-177100	Beverly Vista School	ca. 1924	Eligible
P-19-177102	Beverly Hills Schools	ca. 1920	Eligible
P-19-177303	MCA - N Building, Litton Industries	1937	Eligible
P-19-177304	Litton Industries	1967	Not evaluated
P-19-177305	MCA - S Building, Litton Industries	1937	Eligible
P-19-177306	Music Corp of America, Litton Industries	1935, 1967	Eligible
P-19-177308	Anderton Court Shops	ca. 1950	Listed
P-19-177320*	California Bank Building	1929	Eligible
P-19-177327	Beverly Gardens Park District	1906, ca.1930	Eligible
P-19-177329	Beverly Hills Main Post Office	1933	Listed
P-19-180773	Significant US Post Offices - California	1900-1941	Eligible
P-19-187281	Salvage Street Maintenance Building	1948	Not eligible
P-19-187282	Service Vehicle & Maintenance Building	1948	Not eligible
P-19-187283	Parts Department Building	1924	Not eligible
P-19-188777	9033 Wilshire Boulevard	1958	Not eligible
P-19-189267	Bank of America	1957	Eligible
P-19-189268	Glendale Federal Savings	1968	Eligible
P-19-189269	Union Bank Building	1957	Eligible
P-19-189270	Perpetual Savings Plaza	1962	Eligible
P-19-189313*	Wilshire-Beverly Centre	1963	Eligible
P-19-189794	ELO459-8, Light Pole	1920s-1960s	Not eligible
P-19-189796	ELO456-6 Light Pole	1920s-1960s	Not eligible
P-19-189803	ELO417-8, Utility Pole	1920s-1960s	Not eligible
P-19-189833	EL0463-3, Light Pole	1920s-1960s	Not eligible
P-19-189838	EL0459-11, Light Pole	1920s-1960s	Not eligible
P-19-189949	Beverly Hills Gateway Tower	1964	Eligible
P-19-190665	T-Mobile West LLC SV00065A/SM039 Lexington Ventures	1957	Eligible

P-19-190666	Beverly-Linden Medical Office Building	1957	Eligible
P-19-190775	Wilshire Rexford Plaza	1962	Not eligible
P-19-190936	T-Mobile West LLC SV12838B (Beverly Hills Relo)	1958	Not eligible

*indicates the resource is located in the Project APE

List of HRI Listings within 0.5 Mile of the Project Area				
Primary #	**Address**	**Description**	**Date**	**California Historical Resource Status Code**
P-19-176975	Alpine Drive	Alpine Drive Architectural Grouping	1922	3S
--	9400 Brighton way	Pacific Bell Mobile Services Facility	ND	6Y
P-19-177299	9525 Brighton Way	Camden-Brighton Building	1930	3S
P-19-177300	9601 Brighton Way	Beverly Professional Building	1926	3S
P-19-177037	N. Bedford Drive	Beverly Hills Churches Thematic Group	1924	5S2
P-19-177032	505 N. Bedford Drive	Church of the Good Shepherd	1924	7N
P-19-177316	206 N. Beverly Drive	Beverly Theater	1924	5S2
P-19-177297	357 N. Beverly Drive	Karl M. Schurz Building	1925	5S2
P-19-177298	370 N. Beverly Drive	W.D. Longyear Building	1931	3S
P-19-177043	522 N. Beverly Drive	Dan Blair House	1916	5D2
P-19-177301	368 N. Camden Drive	Beaumont Building	1927	3S
P-19-177033	500 N. Camden Drive	All Saints Episcopal Church	1924	7N
P-19-177061	N. Canon Drive	Pre-1920 Residential Grouping	1907	5S2
P-19-177302	421 N. Canon Drive	Pioneer Market, Premier Market	1938	3S
P-19-177329	470 N. Canon Drive	Beverly Hills Post Office	1933	1S
P-19-177051	515 N. Canon Drive	Artemus Clark House	1907	3D
P-19-177052	517 N. Canon Drive	Rodeo Land & Water Model Home	1907	5D2
P-19-177070	520 N. Canon Drive	--	1923	5S2
P-19-177306	N. Crescent Drive	Music Corporation of America, Litton Industries	1937	3S
P-19-177305	360 N. Crescent Drive	MCA – South Building, Litton Industries	1937	3D
P-19-177303	360 N. Crescent Drive	MCA – North Building, Litton Industries	1937	3D
P-19-177304	375 N. Crescent Drive	Litton Industries – Plaza Parking	1967	7R
P-19-177031	450 N. Crescent Drive	Beverly Hills City Hall	1931	2S2
--	331 N. Foothill Road	Service, Vehicle and Maintenance	1948	6Y
--	333 N. Foothill Road	Parts Department Building	1924	6Y
P-19-176946	326 N. Foothill Road	Payne Furnace & Supply Company Plant	1925	3S
--	342 N. Foothill Road	Shop Building	1956	6Y
P-19-177034	505 N. Rodeo Drive	Beverly Hills Presbyterian Church	1924	7N
P-19-177307	302 N. Rodeo Drive	Eddie Schmidt Building, Van Cleef	1935	5S2
P-19-177308	332 N. Rodeo Drive	Anderton Court	1954	1S
P-19-177108	507 N. Rodeo Drive	Don O'Neil Residence	1977	5S2
P-19-177096	1305 Park Way	Elizabeth D. Hopper House	1907	3S
P-19-177227	300 Peck Drive	--	1928	3D

P-19-177228	301 Peck Drive	--	1927	3D
P-19-177229	304 Peck Drive	--	1929	3D
P-19-177230	305 Peck Drive	--	1927	3D
P-19-177231	308 Peck Drive	--	1931	3D
P-19-177232	309 Peck Drive	--	1928	3D
P-19-177233	312 Peck Drive	--	1930	3D
P-19-177234	313 Peck Drive	--	1929	3D
P-19-177235	316 Peck Drive	--	1928	3D
P-19-177236	317 Peck Drive	--	1928	3D
P-19-177237	320 Peck Drive	--	1930	3D
P-19-177238	324 Peck Drive	--	1931	3D
P-19-177239	325 Peck Drive	--	1930	3D
P-19-177240	328 Peck Drive	--	1928	3D
P-19-177241	329 Peck Drive	--	1929	3D
P-19-177242	332 Peck Drive	--	1928	3D
P-19-177243	333 Peck Drive	--	1928	3D
P-19-177244	336 Peck Drive	--	1930	3D
P-19-177130	300 S. Bedford Drive	--	1928	3D
P-19-177131	301 S. Bedford Drive	--	1930	3D
P-19-177132	304 S. Bedford Drive	--	1929	3D
P-19-177133	305 S. Bedford Drive	--	1929	3D
P-19-177134	308 S. Bedford Drive	--	1929	3D
P-19-177135	309 S. Bedford Drive	--	1928	3D
P-19-177136	312 S. Bedford Drive	--	1929	3D
P-19-177137	315 S. Bedford Drive	--	1929	3D
P-19-177138	316 S. Bedford Drive	--	1930	3D
P-19-177139	317 S. Bedford Drive	--	1928	3D
P-19-177140	320 S. Bedford Drive	--	1928	3D
P-19-177141	321 S. Bedford Drive	--	1928	3D
P-19-177142	325 S. Bedford Drive	--	1928	3D
P-19-177143	329 S. Bedford Drive	--	1929	3D
P-19-177144	332 S. Bedford Drive	--	1928	3D
P-19-177145	333 S. Bedford Drive	--	1929	3D
P-19-177146	336 S. Bedford Drive	--	1930	3D
P-19-177147	337 S. Bedford Drive	--	1929	3D
P-19-177148	340 S. Bedford Drive	--	1929	3D
P-19-177293	S. Beverly Drive	Four Corners Grouping	1938	7N
P-19-177288	121 S. Beverly Drive	George M. Holstein Building	1942	5S2

P-19-177289	168 S. Beverly Drive	Corner #3	1940	7N
P-19-177290	195 S. Beverly Drive	Corner #4	1950	7N
P-19-177291	204 S. Beverly Drive	Corner #1	1938	7N
P-19-177292	205 S. Beverly Drive	Corner #2	1939	7N
P-19-177294	221 S. Beverly Drive	Beverly Hills Transfer & Storage	1937	5S2
P-19-177150	300 S. Camden Drive	--	1930	3D
P-19-177151	301 S. Camden Drive	--	1928	3D
P-19-177152	304 S. Camden Drive	--	1929	3D
P-19-177153	308 S. Camden Drive	--	1927	3D
P-19-177154	309 S. Camden Drive	--	1930	3D
P-19-177155	312 S. Camden Drive	--	1928	3D
P-19-177156	315 S. Camden Drive	--	1928	3D
P-19-177157	316 S. Camden Drive	--	1927	3D
P-19-177158	317 S. Camden Drive	--	1929	3D
P-19-177159	320 S. Camden Drive	--	1927	3D
P-19-177160	321 S. Camden Drive	--	1927	3D
P-19-177161	324 S. Camden Drive	--	1928	3D
P-19-177162	325 S. Camden Drive	--	1927	3D
P-19-177163	328 S. Camden Drive	--	1928	3D
P-19-177164	332 S. Camden Drive	--	1929	3D
P-19-177165	333 S. Camden Drive	--	1929	3D
P-19-177166	336 S. Camden Drive	--	1929	3D
P-19-177167	337 S. Camden Drive	--	1928	3D
P-19-177168	340 S. Camden Drive	--	1929	3D
P-19-177287	S. El Camino Drive	Speedway Tract / Tract #7710	1926	3S
P-19-177169	301 S. El Camino Drive	--	1928	3D
P-19-177170	304 S. El Camino Drive	--	1928	3D
P-19-177171	305 S. El Camino Drive	--	1926	3D
P-19-177172	308 S. El Camino Drive	--	1928	3D
P-19-177173	309 S. El Camino Drive	--	1928	3D
P-19-177174	312 S. El Camino Drive	--	1930	3D
P-19-177175	313 S. El Camino Drive	--	1926	3D
P-19-177176	316 S. El Camino Drive	--	1928	3D
P-19-177177	320 S. El Camino Drive	--	1931	3D
P-19-177178	321 S. El Camino Drive	--	1928	3D
P-19-177179	325 S. El Camino Drive	--	1932	3D
P-19-177180	332 S. El Camino Drive	--	1929	3D

P-19-177181	333 S. El Camino Drive	--	1928	3D
P-19-177182	336 S. El Camino Drive	--	1928	3D
P-19-177183	340 S. El Camino Drive	--	1930	3D
P-19-177184	341 S. El Camino Drive	--	1928	3D
P-19-177185	344 S. El Camino Drive	--	1930	3D
P-19-177186	345 S. El Camino Drive	--	1930	3D
P-19-177100	200 S. Elm Drive	Beverly Vista School	1924	2S2
--	200 S. Elm Drive	Beverly Vista Elementary School	1924	2D2
--	200 S. Elm Drive	Beverly Vista Elementary School	1967	6Y
--	200 S. Elm Drive	Beverly Vista Elementary School	1926	2D2
--	200 S. Elm Drive	Beverly Vista Elementary School	1925	2D2
--	200 S. Elm Drive	Beverly Vista Elementary School	1966	6Y
P-19-177036	148 S. Linden Drive	Church of the Good Shepherd School	1930	7N
P-19-177035	140 S. Rexford Drive	Beverly Hills First Church of Christ	1937	7N
P-19-177247	300 S. Rodeo Drive	--	1930	3D
P-19-177248	301 S. Rodeo Drive	--	1928	3D
P-19-177249	304 S. Rodeo Drive	--	1928	3D
P-19-177250	305 S. Rodeo Drive	--	1929	3D
P-19-177251	308 S. Rodeo Drive	--	1928	3D
P-19-177252	312 S. Rodeo Drive	--	1927	3D
P-19-177253	315 S. Rodeo Drive	--	1928	3D
P-19-177254	316 S. Rodeo Drive	--	1929	3D
P-19-177255	317 S. Rodeo Drive	--	1927	3D
P-19-177256	320 S. Rodeo Drive	--	1930	3D
P-19-177257	321 S. Rodeo Drive	--	1930	3D
P-19-177258	325 S. Rodeo Drive	--	1930	3D
P-19-177259	328 S. Rodeo Drive	--	1928	3D
P-19-177260	329 S. Rodeo Drive	--	1927	3D
P-19-177261	332 S. Rodeo Drive	--	1929	3D
P-19-177262	336 S. Rodeo Drive	--	1928	3D
P-19-177263	340 S. Rodeo Drive	--	1929	3D
P-19-177264	345 S. Rodeo Drive	--	1938	3D
P-19-177265	300 S. Roxbury Drive	--	1932	3D
P-19-177266	301 S. Roxbury Drive	--	1928	3D
P-19-177267	304 S. Roxbury Drive	--	1928	3D
P-19-177268	305 S. Roxbury Drive	--	1928	3D
P-19-177269	308 S. Roxbury Drive	--	1928	3D
P-19-177275	320 S. Roxbury Drive	--	1930	3D

P-19-177276	321 S. Roxbury Drive	--	1930	3D
P-19-177277	324 S. Roxbury Drive	--	1930	3D
P-19-177278	325 S. Roxbury Drive	--	1930	3D
P-19-177279	328 S. Roxbury Drive	--	1930	3D
P-19-177280	329 S. Roxbury Drive	--	1928	3D
P-19-177281	333 S. Roxbury Drive	--	1928	3D
P-19-177282	336 S. Roxbury Drive	--	1930	3D
P-19-177283	3337 S. Roxbury Drive	--	1928	3D
P-19-177284	340 S. Roxbury Drive	--	1929	3D
P-19-177285	341 S. Roxbury Drive	--	1930	3D
--	Santa Monica Boulevard	Beverly Gardens Park District	1907	2S2
--	Santa Monica Boulevard	Beverly Gardens Park	1906	2D2
--	Santa Monica Boulevard	Beverly Street Lights	--	2D2
--	Santa Monica Boulevard	Beverly Gardens Fountain	1930	2D2
--	Santa Monica Boulevard	Frances E. Bullard Monument	--	2D2
--	Santa Monica Boulevard	Beverly Gardens Pergola	1930	2D2
--	Santa Monica Boulevard	Beverly Gardens Pergola	1930	2D2
--	Santa Monica Boulevard	Beverly Gardens Fountain	--	2D2
--	Santa Monica Boulevard	Beverly Gardens Fountain	1930	2D2
--	Santa Monica Boulevard	Beverly Gardens Pergola	--	2D2
--	Santa Monica Boulevard	Beverly Gardens Pergola	1930	2D2
P-19-177309	9376 Santa Monica Boulevard	Union 76 Station / UNOCAL Station	1963	7N
P-19-177310	9441 Santa Monica Boulevard	Beverly Hills Chamber of Commerce	1928	5S2
P-19-177311	9501 Santa Monica Boulevard	Writers and Artists Building	1924	5S2
--	9333 W. 3rd Street	Salvage and Street Maintenance Building	1948	6Y
P-19-177317	Wilshire Boulevard	Beverly Hills Neighborhood Theaters	1936	5S2
P-19-177325	Wilshire Boulevard	Wilshire Boulevard Specialty Store	1935	5S2
--	9033 Wilshire Boulevard	--	1958	6Y
P-19-177315	9036 Wilshire Boulevard	Elite Theatre, Music Hall Theatre	1936	5S2
--	9111 Wilshire Boulevard	--	1955	6Y
P-19-177319	9400 Wilshire Boulevard	Warner Brothers Theatre, Beverly	1930	3S
P-19-177320*	9429 Wilshire Boulevard	California Bank Building	1929	7N
P-19-177029	9528 Wilshire Boulevard	Beverly Wilshire Hotel	1926	1S
P-19-177321	9536 Wilshire Boulevard	W. & J. Sloan, Haggarty's Bonewit Teller	1935	3S
P-19-177322	9544 Wilshire Boulevard	W. & J. Sloan, Haggarty's Bonewit Teller	1935	3S

P-19-177323	9600 Wilshire Boulevard	Saks Fifth Avenue	1938	3S
--	9601 Wilshire Boulevard	CA-LOS4784A	1965	6Y
P-19-177324	9634 Wilshire Boulevard	I. Magnin & Company	1946	7N

*indicates the resource is located in the Project APE

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# 027996
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 2 ***Resource Name or #:** (Assigned by recorder) 9429 Wilshire Blvd; APN 4343013011(WSE 17)

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **Date** 1999 **T** 1S; **R** 15W; __ ¼ **of** __ ¼ **of Sec** 24; S.B. **B.M.**
c. Address 9429 Wilshire Boulevard **City** Beverly Hills **Zip** 90212
d. UTM: (Give more than one for large and/or linear resources) Zone 11, 370926 mE/ 3770506 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Elevation: 210 feet AMSL; APN 4343013011; northeast corner of Wilshire Boulevard and Beverly Drive; alternate address: 9441 Wilshire Boulevard

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
APN 4343013011 is located at 9429 Wilshire Boulevard in a heavily developed urban commercial setting. It is an Art Deco-style commercial building. It occupies the entire triangular lot and has a south-facing orientation. It is seven stories with a triangular base and rectangular-plan upper stories that step up toward a central tower. The building features a flat roof. The window bays are symmetrically arranged and contain metal frame, fixed pane storefront window walls on the ground story and metal frame, fixed pane sashes on the upper stories. The building is clad in stucco with fluted, engaged pillars, gold relief accents at the cornice line of each stack on central tower, chevrons above the ground floor, and a molded cornice with diamond gold accents separating the ground story from the upper stories. The primary façade is symmetrical with a recessed central arched entry filled with a gold colored, metal frame, glass double door. The storefront entries are filled with metal frame, standard commercial fixed pane doors. The building appears to be minimally altered and is in good condition.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes:** (List attributes and codes)
HP7 – 3+ Story Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)
View to the northeast, July 2009

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both
1929 per Los Angeles County Assessor

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

***P9. Date Recorded:**
March 2010

***P10. Survey Type:** (Describe) Pedestrian Survey

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.") Westside Subway Extension, Project No. PS-4350-2000, Cultural Resources Technical Report (261A), Task 14.1.13. March 2010.

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California – The Resources Agency Primary # _____
DEPARTMENT OF PARKS AND RECREATION HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 3S, 3CS
***Resource Name or #** (Assigned by recorder) 9429 Wilshire Blvd; APN 4343013011(WSE 17)
B1. Historic Name: California Bank Building
B2. Common Name: N/A
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations)
The building was constructed in 1929 according to the Los Angeles County Assessor. Based on observation, the window sashes and door frames may have been replaced.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: John Parkinson and Daniel B. Parkinson b. Builder: Unknown

***B10. Significance: Theme** Architecture, Commercial **Area** Beverly Hills, Los Angeles County
Period of Significance 1929 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The historical significance of APN 4343013011 within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

Based on site investigations and historic research, APN 4343013011 appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of the Art Deco architectural style. The Art Deco style, popular between 1920 and the commencement of World War II, is characterized by smooth surfaced volumes; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. APN 4343013011 appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
N/A
B13. Remarks:
***B14. Evaluator:** URS Corp.
***Date of Evaluation:** March 2010

(This space reserved for official comments.)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S, 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 2 ***Resource Name or #:** Bank of America – Beverly Hills (WSE 88)

P1. Other Identifier: 9461 Wilshire Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **Date** 1999 **T** 1S; **R** 15W; __ ¼ **of** __ ¼ **of Sec** 26; S.B. **B.M.**
c. Address 9461 Wilshire Boulevard **City** Beverly Hills **Zip**
d. UTM: Zone 11, 370846 mE/ 3770501 mN Elevation 229 feet AMSL.
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN4343-014-022; The Bank of America Building is located at northwest corner of the intersection of Wilshire Boulevard and Beverly Drive.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The eight-story building was designed to be approached from the east, from downtown Los Angeles. The viewer would see an irregularly shaped building with a shallow curved wall placed on the end of a wedge-shaped mass that points towards the intersection of Wilshire Boulevard and Beverly Drive. The curved wall is formed from deep set windows within an articulated steel frame. The viewer would then see a smooth plaster wall along the north elevation of the wedge, with bands of recessed ribbon windows extending along the length of each story. The south wall of the wedge facing Wilshire, with the same treatment of smooth wall with bands of recessed ribbon windows, seems to angle in and then out without a break, giving the building the look of a giant boomerang. The rear (west) block of the building is a rectangular mass. Between the wedge mass, that has a northwest/southeast orientation and the rectangular mass, is a half-wedge shape that forms the southwest/northeast angle of the boomerang. The best way to analyze the building is to look at an aerial view to understand how the major masses of the building are joined together.

P5a. Photograph or Drawing

***P3b. Resource Attributes:** (List attributes and codes); HP7 – 3+ Story Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)
View to the northwest, April 2011

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both
1960/1963 per Los Angeles County Assessor

***P7. Owner and Address:** Unknown

***P8. Recorded by:** Pam Daly
Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

***P9. Date Recorded:**
July 2011

***P10. Survey Type:** Pedestrian Survey

***P11. Report Citation**: Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California – The Resources Agency Primary #_____
DEPARTMENT OF PARKS AND RECREATION HRI #_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 3S, 3CS
***Resource Name or #** (Assigned by recorder) Bank of America – Beverly Hills (WSE 88)
B1. Historic Name: Wilshire – Beverly Centre
B2. Common Name: Bank of America
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern-era
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1961-62. No alterations.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: Victor Gruen Associates b. Builder: Buckeye Construction Company, Beverly Hills.

***B10. Significance: Theme** Architecture, Commercial **Area** Beverly Hills, Los Angeles County
Period of Significance 1960-65 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of the Bank of America – Beverly Hills Building within the APE was determined by applying the procedure and criteria for the *National Register of Historic Places* (NRHP), *California Register of Historical Resources* (CRHR), and the definition of a historical resource used for CEQA.

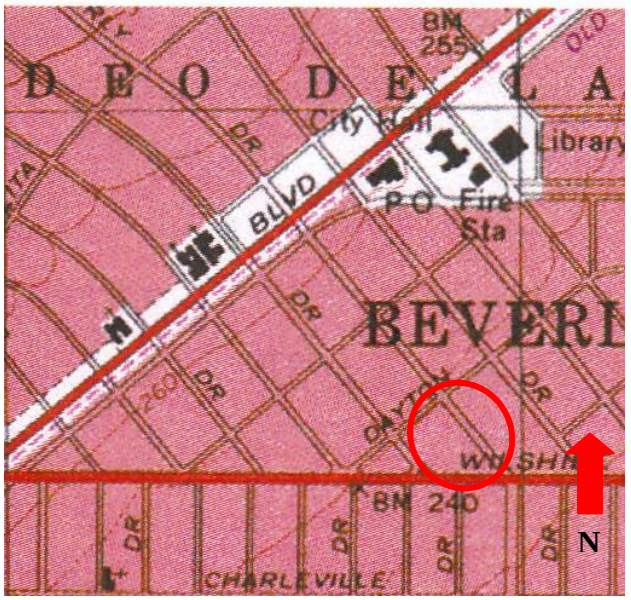
The Wilshire Beverly Centre Building (Bank of America – Beverly Hills Building) was designed by Victor Gruen Associates in 1960 for the Buckeye Realty & Management Company. The building is an early example of an abstract modernist commercial building in the Los Angeles area. The building was constructed in 1961/1962 by the Buckeye Construction Company. Victor Gruen arrived in Los Angeles in 1941 shortly after leaving Austria. He established an office in Los Angeles in 1951 and used it as a base for his projects that were located across the United States. Gruen designed the first suburban open-air shopping mall known as Northland Mall in Detroit, Michigan. He considered his Southdale Center (Minneapolis, MN), Wilshire Terrace (Los Angeles), and Midtown Plaza (Rochester, NY) to be some of his principal works.

Based on site investigations and historic research, the Bank of America – Beverly Hills Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of a Modern-era architectural style.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Bank of America – Beverly Hills Building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
City of Beverly Hills, Application for Building Permit, 9461 Wilshire Boulevard, September 8, 1960.

B13. Remarks:
***B14. Evaluator:** Pam Daly, Cogstone Resource Management.
***Date of Evaluation:** July 2011.



(This space reserved for official comments.)

State of California - The Resources Agency Primary# 19-189313 (Update Nov 2011)
DEPARTMENT OF PARKS AND RECREATION HRI#_____
PRIMARY RECORD
Trinomial_____
NRHP Status Code 3S, 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 2 ***Resource Name or #:** Bank of America – Beverly Hills (WSE 88)

P1. Other Identifier: 9461 Wilshire Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **Date** 1999 **T** 1S; **R** 15W; __ ¼ **of** __ ¼ **of Sec** 26; S.B. **B.M.**
c. Address 9461 Wilshire Boulevard **City** Beverly Hills **Zip**
d. UTM: Zone 11, 370846 mE/ 3770501 mN Elevation 229 feet AMSL.
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN4343-014-022; The Bank of America Building is located at northwest corner of the intersection of Wilshire Boulevard and Beverly Drive.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The eight-story building was designed and sited to be approached from the east, from downtown Los Angeles. The viewer will see an irregularly shaped building with a shallow curved wall placed on the end of a wedge-shaped mass that faces towards the intersection of Wilshire Boulevard and Beverly Drive. The curved wall is formed from deep set windows within an articulated steel frame. The viewer would then see a smooth plaster wall along the north elevation of the wedge, with bands of recessed ribbon windows extending along the length of each story. The south wall of the wedge facing Wilshire, with the same treatment of smooth wall with bands of recessed ribbon windows, seems to angle in and then out without a break, giving the building the look of a giant boomerang. The rear (west) block of the building is a rectangular mass. Between the wedge mass, that has a northwest/southeast orientation and the rectangular mass, is a half-wedge shape that forms the southwest/northeast angle of the boomerang. The best way to analyze the building is to look at an aerial view to understand how the major masses of the building are joined together.

P5a. Photograph or Drawing

***P3b. Resource Attributes:** (List attributes and codes);
HP7 – 3+ Story Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)
View to the northwest, April 2011

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both
1960/1963 per Los Angeles County Assessor

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
Pamela Daly, Cogstone Resource Management
1518 West Taft Avenue
Orange, CA 92685

***P9. Date Recorded:**
November 2011

***P10. Survey Type:** Pedestrian Survey

***P11. Report Citation**: Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3S, 3CS

***Resource Name or #** (Assigned by recorder) Bank of America – Beverly Hills (WSE 88)

B1. Historic Name: Wilshire – Beverly Centre

B2. Common Name: Bank of America

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

***B5. Architectural Style:** Modern-era Neo Expressionism

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed in 1961-62. No alterations.

***B7. Moved?** X **No** **Yes** **Unknown** **Date:** **Original Location:**

***B8. Related Features:** N/A

B9a. Architect: Victor Gruen Associates b. Builder: Buckeye Construction Company, Beverly Hills.

***B10. Significance: Theme** Architecture, Commercial **Area** Beverly Hills, Los Angeles County

Period of Significance 1960-65 **Property Type** Commercial Building

Applicable Criteria NRHP Criterion C/CRHR Criterion 3 (Architecture) (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Wilshire Beverly Centre Building (Bank of America – Beverly Hills Building) was designed by Victor Gruen Associates in 1960 for the Buckeye Realty & Management Company. The building is an early example of an abstract modernist commercial building in the Los Angeles area that is sometimes referred to as Neo Expressionism. The building was constructed in 1961/1962 by the Buckeye Construction Company. Victor Gruen arrived in Los Angeles in 1941 shortly after leaving Austria. He established an office in Los Angeles in 1951 and used it as a base for his projects that were located across the United States. Gruen designed the first suburban open-air shopping mall known as Northland Mall in Detroit, Michigan. He considered his Southdale Center (Minneapolis, MN), Wilshire Terrace (Los Angeles), and Midtown Plaza (Rochester, NY) to be some of his principal works. Although the firm was primarily known for its large mall and public campus works, Victor Gruen Associates created drawings for several hundred buildings.

Based on site investigations and historic research, the Bank of America – Beverly Hills Building appears to possess the requisite significance to be eligible for listing on the NRHP, CRHR, as well as considered a historical resource for purposes of CEQA under Criterion C of the NRHP and Criterion 3 of the CRHR, as a building that significantly embodies the distinctive characteristics of a Modern era Neo Expressionist architectural style. The building presents the attributes of a Neo Expressionist building with a distorted shape, extensive use of concrete/smooth exterior walls, and lack of symmetry. The building also references the teachings of Le Corbusier using smooth concrete walls, ribbon windows, and curved walls, with the main mass lifted above ground level. The influence of Victor Gruen is evidenced in the construction of the building set back from property boundary, creating at least a small courtyard area and making it pedestrian-friendly in an urban environment.

For a property to qualify for listing in the NRHP and CRHR, besides meeting one of the criteria, it must also retain a significant amount of its historic integrity. The Bank of America – Beverly Hills Building appears to retain sufficient historic integrity of location, design, setting, materials, workmanship, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

City of Beverly Hills, Application for Building Permit, 9461 Wilshire Boulevard, September 8, 1960.

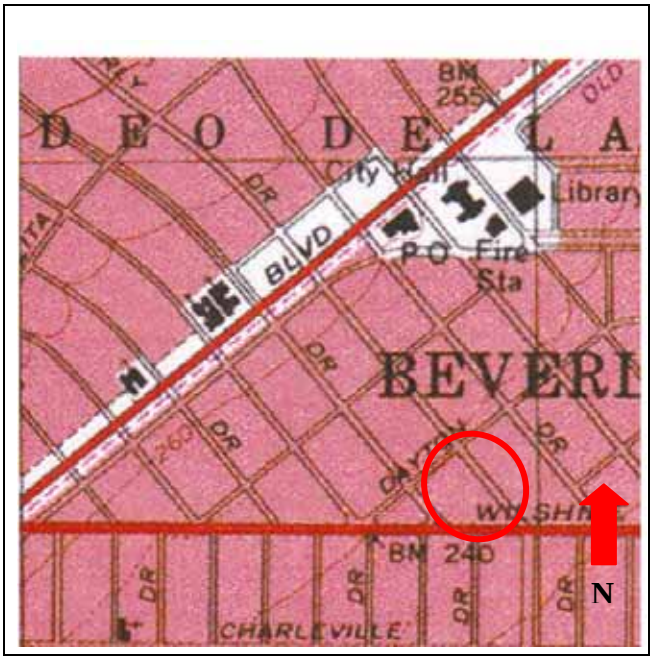
Hardwick, M. Jeffrey. *Victor Gruen: Architect of an American Dream*. Philadelphia: University of Pennsylvania Press; 2004.

B13. Remarks:

***B14. Evaluator:** Pamela Daly, Cogstone Resource Management.

***Date of Evaluation:** November 2011.

(This space reserved for official comments.)



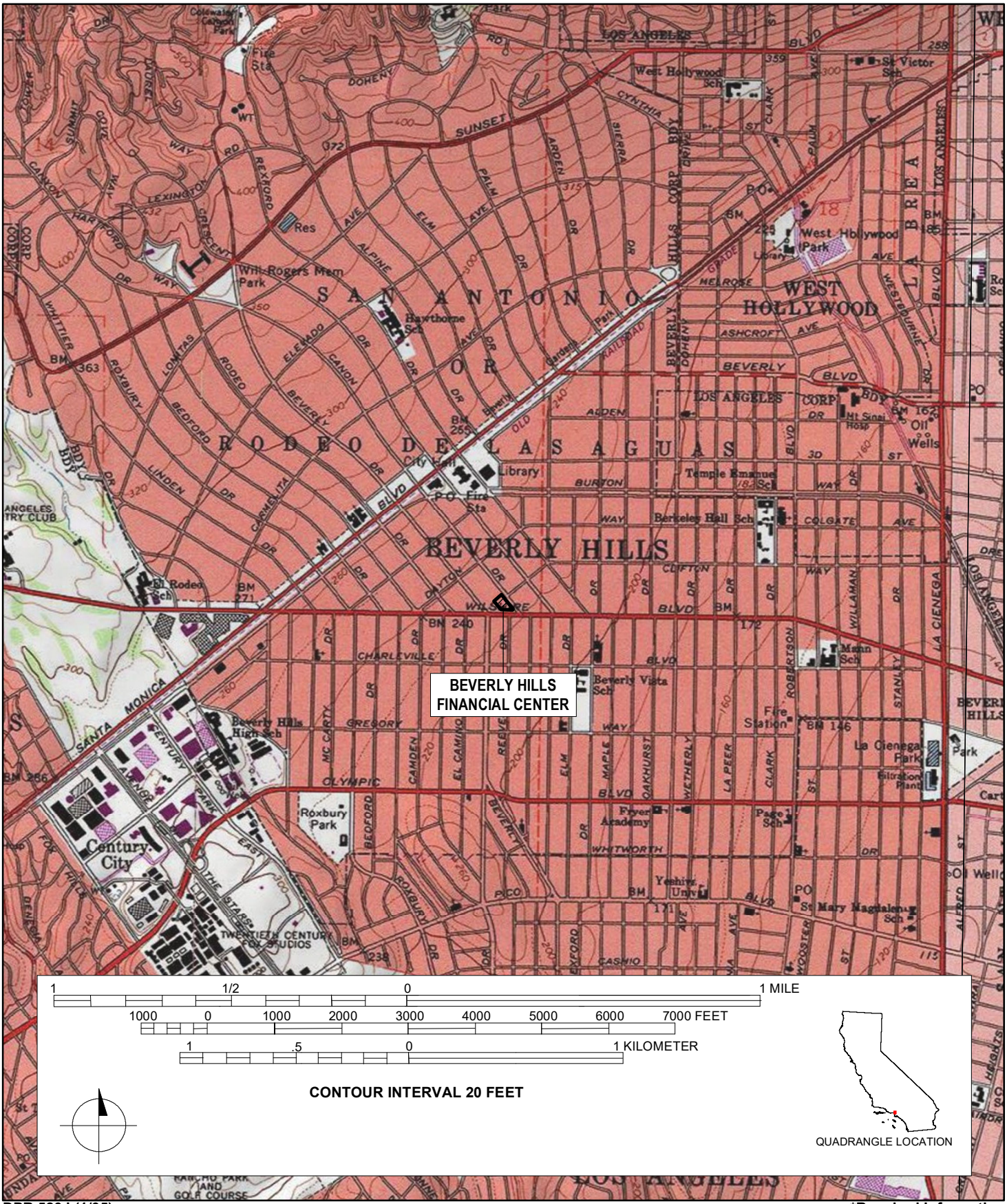
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

Page ____ **of** ____ *** Resource Name or #** (Assigned by recorder) Beverly Hills Financial Center

*** Map Name:** Beverly Hills, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981



APPENDIX F

Native American Contact (Confidential)